APPENDIX 2-F

STATION FACT SHEETS

APPENDIX 2-F

CALTRAIN

4th and King Station Fact Sheet

Station Description

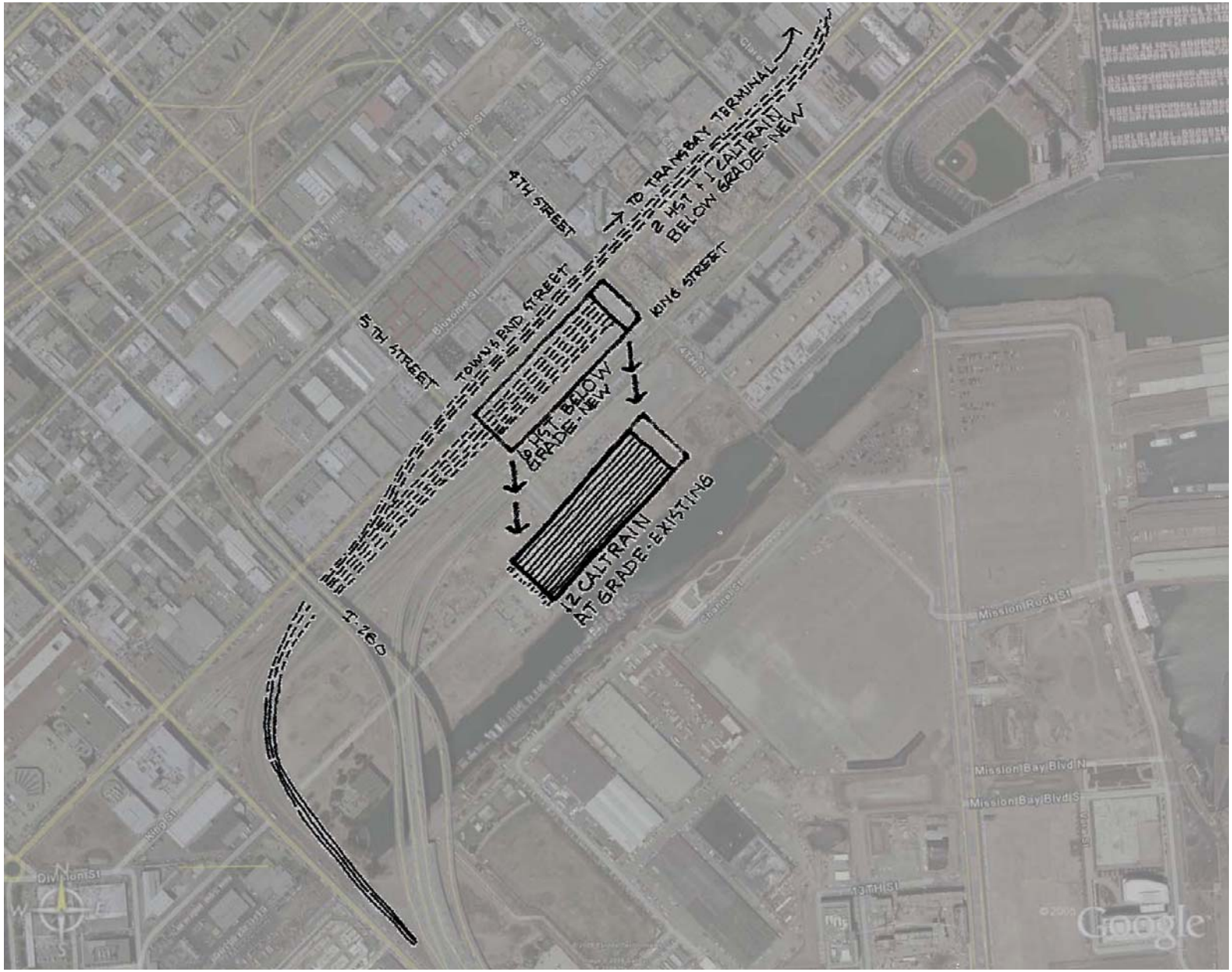
- Existing Station Facilities: Caltrain has a station located at 700 4th Street in San Francisco between Townsend and King Streets. This station is the northernmost station along the Caltrain operating corridor. The full service station is wheelchair accessible and has ticket vending machines, bicycle lockers, and public telephones. Caltrain does not own or have access to parking at this station location. Six platforms serve the twelve station tracks.
- Current City Plans: The station is located adjacent the Mission Bay development area which is a 300 acre area of land located between King Street, I-280 and the San Francisco Bay. The San Francisco Redevelopment Agency which is overseeing the development of the area has set a maximum development program to include among other things 6,000 housing units, 6 million square feet of office/commercial space, a University of California San Francisco research campus, and 49 acres of public open space. Policy 5.5 of the transportation element of the San Francisco General Plan calls for development of high-speed rail that links downtown San Francisco to major interstate and national passenger rail corridors. The policy recommends that the Transbay Terminal should serve as the downtown San Francisco station, and should be integrated with the transit network of the city and the region. In addition, plans have been proposed to extend Caltrain commuter rail service from the existing terminus at 4th and King station to the proposed underground facility at the Transbay Transit Center.

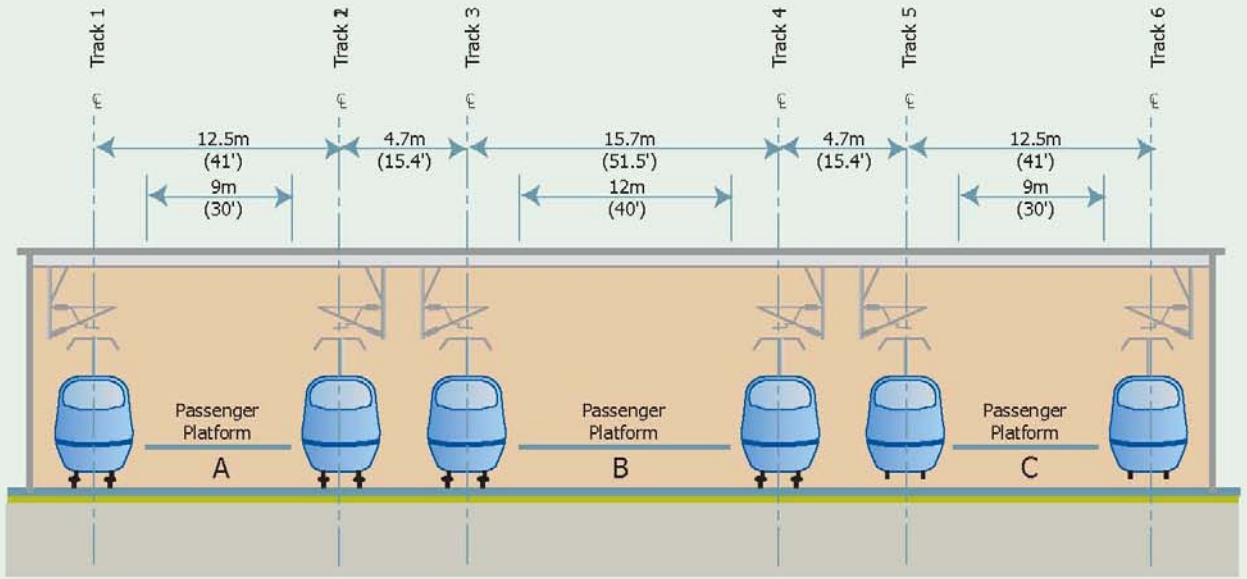
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed station is located at 4th Street and King Street. The Mission Bay Land Use map shows surrounding land designated for residential mixed use and retail.
- Station Layout: The proposed station configuration will include HSR and Caltrain platforms at two different levels. The HSR level will be underground and have six electrified tracks, served by three platforms. In addition, three other electrified tracks will go to the proposed underground Transbay Transit Center.
- Parking: No parking is proposed for this station
- Access: Access to the existing Caltrain station is available from 4th Street, Townsend Street and King Street.
- Intermodal Connections: Passengers at the existing Caltrain station can transfer to various MUNI buses and the N-Judah light rail.

References:

- San Francisco Redevelopment Agency
  http://www.sfgov.org/site/sfra_page.asp?id=5597
- San Francisco General Plan
  http://www.ci.sf.ca.us/site/planning_index.asp?id=24810
- Transbay Terminal/Caltrain Downtown Extension/Redevelopment Project EIS/EIR (March 2004)
  http://www.transbaycenter.org/TransBay/content.aspx?id=114


4TH STREET
TO TRANSBAY TERMINAL
2 HST + 1 CALTRAIN
BELOW GRADE-NEW
KING STREET
5TH STREET
TOWNSEND STREET
2 HST BELOW
GRADE-NEW
2 CALTRAIN
AT GRADE-EXISTING
I-280
Mission Rock St
Mission Bay Blvd N
Mission Bay Blvd S
Google



Station Tracks and Platforms

Transbay Transit Center Fact Sheet

Station Description

- Existing Station Facilities: The existing facility, known as Transbay Terminal, is a transportation complex in San Francisco between Mission Street and Howard Street to the north and south, and Beale Street and Second Street to the east and west. Currently, it serves long distance buses and transbay buses from San Francisco to Marin County, the East Bay, and San Mateo County.
- Current City Plans: The Metropolitan Transportation Commission's Transbay Terminal Improvement Plan details a new 600,000 square foot intermodal bus and rail transit facility as well as new transit-oriented development surrounding the terminal. The terminal would be known as Transbay Transit Center, and would include 50 bus bays on two above-ground levels, an underground train station for future high-speed and conventional intercity and corridor rail service (e.g. Caltrain), and 225,000 square feet of retail joint development. Policy 5.5 of the transportation element of the San Francisco General Plan recommends that the Transbay Terminal site should serve as the downtown San Francisco station, and should be integrated with the transit network of the city and the region. The surrounding mixed-use development would include approximately 3000 residential units as well as office, hotel and retail space, mainly along Folsom between Zeno Place and Spear and along Spear from Folsom to Mission. The San Francisco Redevelopment Agency has identified a 40 acre Transbay Redevelopment Project Area composed of transportation-related infrastructure, a large number of vacant parcels, and commercial uses. The concept plan for the project area includes a major new park, new pedestrian-oriented alleyways and widened sidewalks.

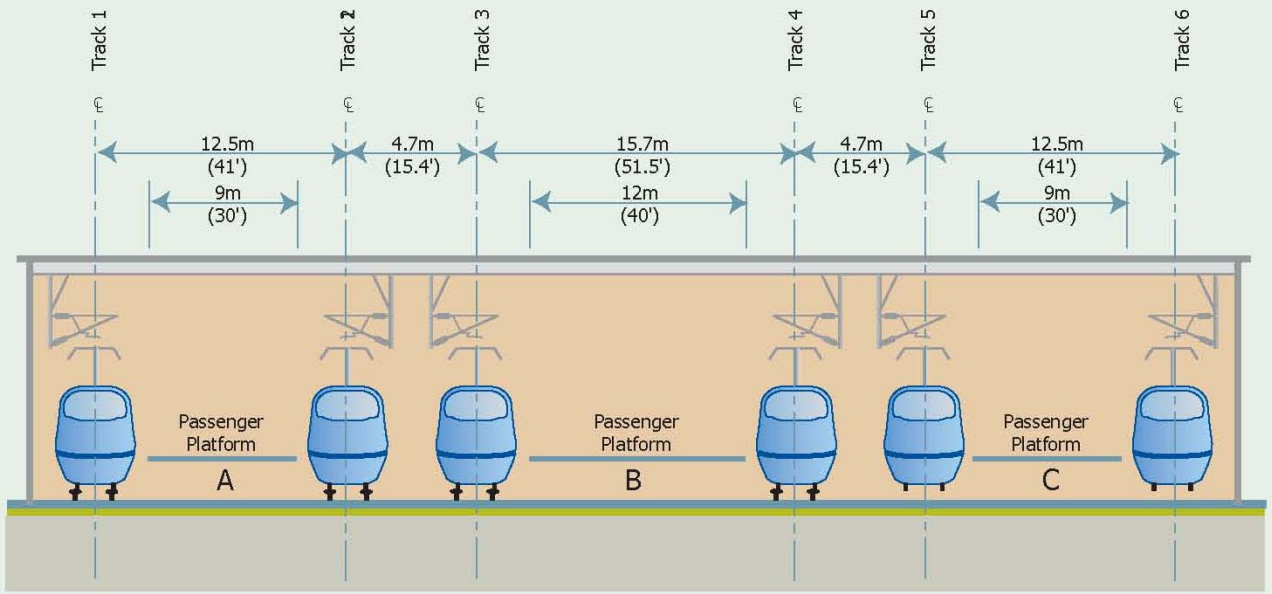
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed station site is at the existing Transbay Terminal in downtown San Francisco, at First and Mission.
- Station Layout: The proposed multimodal station includes aboveground bus and concourse levels and an underground rail level. The underground high speed and Caltrain rail station includes six tracks and three center platforms capable of handling high speed and Caltrain equipment.
- Parking: There is no proposed parking for this high speed rail station.
- Access: Access to the Transbay Transit Center station would be provided from First Street and Mission Street.
- Intermodal Connections: Caltrain, SamTrans, AC Transit, Muni, Golden Gate Transit, Greyhound and Amtrak buses serve the Transbay Terminal. A potential below grade pedestrian route could connect the Transbay Station to BART and the Market Street MUNI subway lines.

References:

- Metropolitan Transportation Commission's Transbay Terminal Improvement Plan http://www.mtc.ca.gov/library/transbay/index.htm
- San Francisco Redevelopment Agency- Transbay Redevelopment Project Area http://www.sfgov.org/site/sfra_page.asp?id=5583


HSR STATION PLATFORMS
BELOW TRANSBAY TERMINAL
TAIL TRACK BELOW MAIN STREET
TUNNEL BELOW SECOND STREET
Pine St
Market St
Fremont St
Folsom St
Clementina St
Tehama St
Howard/Foremost St
Bryant St
Brannan St
Federal St
Google



Station Tracks and Platforms

Millbrae Station Fact Sheet

Station Description

- Existing Station Facilities: The existing at-grade Millbrae BART/Caltrain station is located at 200 North Rollins Road. There are entrances to the station on both the east and west sides of the tracks. The station is wheelchair accessible and has bicycle lockers, ticket vending machines, and public telephones. There are approximately 3,000 parking spaces available in a five-level parking structure and adjacent surface lot both located on the east side of the station. The station consists of three BART tracks and two Caltrain tracks with an elevated concourse mezzanine. An island platform provides a cross-platform connection between the two systems (for northbound trips to San Francisco). Currently, two BART tracks and one BART island platform are usually out of service, and are instead used as a de facto rail yard to store trains not in service. The other Caltrain track is served by a side platform.
- Current City Plans: In 1998 the City adopted the Millbrae Station Area Specific Plan (MSASP) for the 116 acres around the BART/Caltrain Station. The MSASP automatically confers special zoning upon that land for higher density housing, retail, restaurant, office, hotel, and entertainment in a mixed-use setting. The City and the Redevelopment Agency are facilitating new development within the MSASP area to create a high quality image at the main gateway into the city, to implement the pedestrian and transit orientation of the Plan, and to attract new revenue sources for the City and Agency. Since Millbrae is a small city and almost completely built out, the MSASP area possesses the greatest potential for the future growth and development of the city.

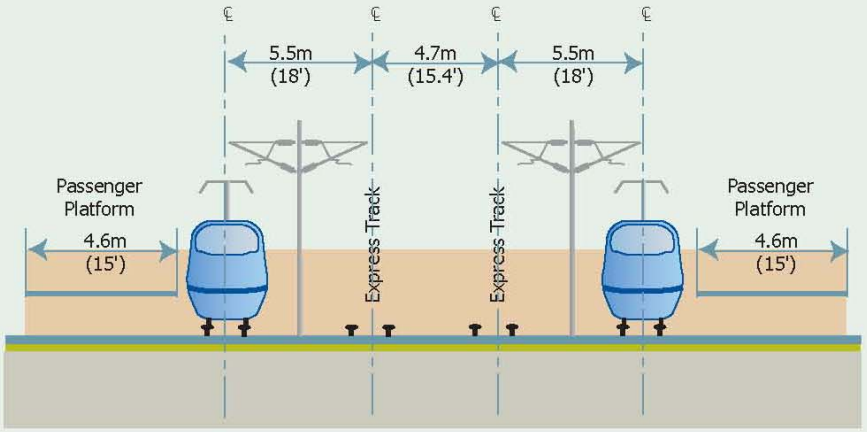
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed Millbrae high speed rail station site is at the existing BART/Caltrain station just north of Millbrae Avenue. The land which is immediately adjacent to the station and extending to the south is commercial/industrial. Residential developments are located approximately 0.1 miles to the north and 0.25 miles to the west. San Francisco International Airport is located approximately one mile to the northeast.
- Station Layout: The proposed high speed rail station would be at-grade and located on the west side of the current Millbrae station along the existing Caltrain tracks. The station would consist of four tracks with two platforms along the outside of the tracks. The two center tracks would be for express service while the two tracks adjacent the platforms would be used by local regional rail and high speed rail service.
- Parking: Monthly reserved, daily (free), midday (free) and carpool (free) parking spaces are available in the parking structure and surface lots of the existing BART/Caltrain station. The proposed high speed rail station would expand the parking area by adding a new two level parking garage with approximately 230 – 400 spaces on Serra Avenue and Isabel Alley.
- Access: Access to the existing Millbrae BART/Caltrain station is from Garden Lane to the east of the tracks and Linden Avenue at E. Millbrae Avenue to the west.
- Intermodal Connections: Connections are available between BART, CalTrain, and SamTrans buses.

References:

- The City of Millbrae Planning Commission
http://www.ci.millbrae.ca.us/planning.html#MSASP
- BART Expansion in Millbrae
http://www.ci.millbrae.ca.us/bart.html


CALTRAIN
TRACKS
HSR
STATION
PLATFORMS
ISABEL
2 DECK
PARKING
3 BAY
EL CAMINO REAL
MILLBRAE AVE
S McDonnell Rd
E Millbrae Ave
Adrian Rd
Rollins Rd
Broadway
Google



Station Tracks and Platforms

Redwood City Station Fact Sheet

Station Description

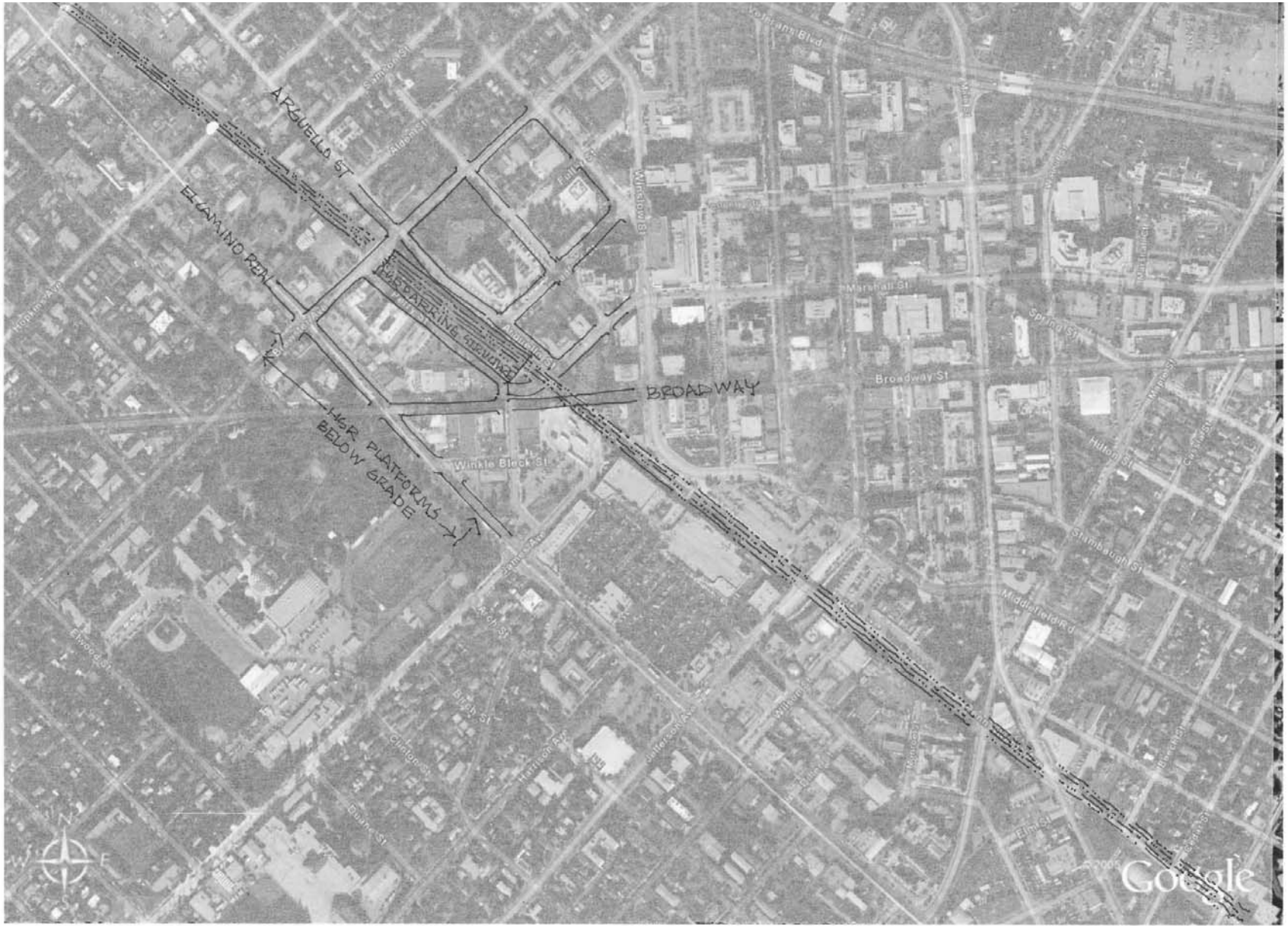
- Existing Station Facilities: The existing Redwood City Caltrain station is located at 1 James Avenue. The entrance to the station is on the west side of the tracks. The station is wheelchair accessible and has bicycle lockers, ticket vending machines, and public telephones.
- Current City Plans: In May 2005, the City of Redwood City hosted a forum entitled "The Implications of High-Speed Rail and Caltrain for the Peninsula and its Historic Downtowns". The *2001 Draft Redwood City Downtown Plan* targets land adjacent to the north (Area 1) and south (Area 2) of the station as Catalyst Housing Sites. In the 2.4 acres of Area 1, the Plan calls for 120-144 housing units at a density of 50-60 units/acre. In the 8 acres of Area 2, the Plan calls for 360-440 housing units at a density of 45-55 units/acre. Addressing the fact that the Caltrain station area is poorly linked to the downtown, the Plan proposes two new pedestrian connections from the Caltrain Station to Hamilton Street and to the City Hall area. It also recommends the redevelopment of surface-parking lots to include buildings.

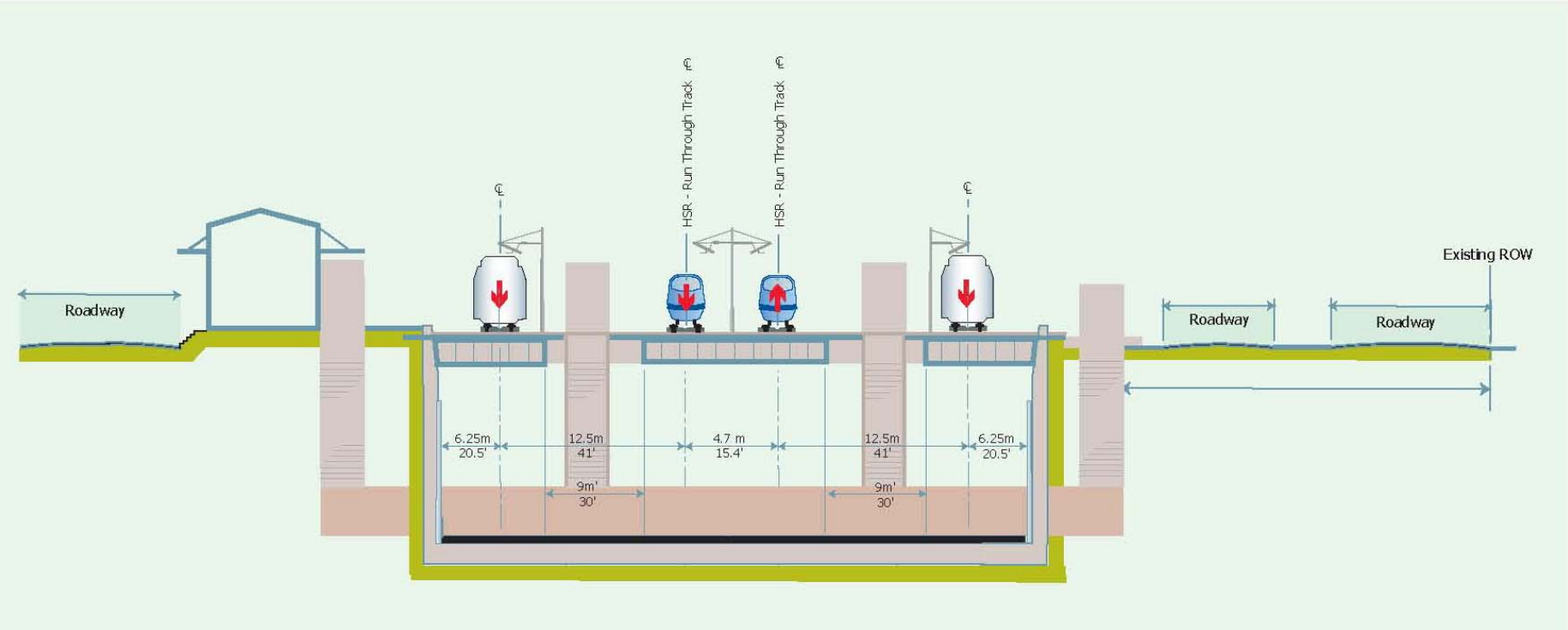
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed Redwood City site is at the existing Caltrain station. Located within the Central Business District, the area is designated as Mixed Use (Commercial and Residential) with multi-story structures for office and retail uses. Immediately adjacent the station to the southeast is the Sequoia Station commercial development. West of El Camino Real is the high school, its athletic fields and residential development.
- Station Layout: The station would be at-grade and would consist of two center platforms serving four tracks. The two center tracks would be for high speed rail express service while the outside tracks would be for local rail service. A pedestrian underpass would connect the platforms and station area.
- Parking: The proposed high speed rail station would expand the existing surface parking area adjacent the south side of the tracks off of Brewster Avenue to be 200-400 parking spaces.
- Access: Access to the existing Caltrain station is from James Avenue, El Camino Real, and Broadway Street.
- Intermodal Connections: Currently, the Caltrain station is served by Samtrans buses.

References

- "The Implications of High-Speed Rail and Caltrain for the Peninsula and its Historic Downtowns." http://www.redwoodcity.org/cds/redevelopment/theforum/May%202005%20Summary.pdf#xml=http://www.redwoodcity.org/cgibin/texis.exe/Webinator/search/xml.txt?query=high+speed+rail&pr=rwcNEW&order=r&cq=&id=44b61cdd1d
- *2001 Draft Redwood City Downtown Plan* http://www.redwoodcity.org/cds/redevelopment/pdf/DowntownAreaPlan_Full.pdf
- *Strategic General Plan City of Redwood City*, Adopted January 20, 1990 http://www.redwoodcity.org/cds/planning/pdf/General_Plan_10-24-02.pdf
- Downtown Housing Brochure http://www.redwoodcity.org/cds/redevelopment/pdf/DowntownBrochure.pdf


ARGUELLO ST
EL CAMINO REAL
MASTARLINE DRIVE
BROADWAY
146R PLATFORMS
BELOW GRADE
Broadway St
Winkle Block St
Google


HSR - Run Through Track
HSR - Run Through Track
Roadway
Roadway
Roadway
Existing ROW
6.25m
20.5'
12.5m
41'
4.7 m
15.4'
12.5m
41'
6.25m
20.5'
9m'
30'
9m'
30'

Palo Alto Station Fact Sheet

Station Description

- Existing Station Facilities: The existing Palo Alto Caltrain station is located at 95 University Ave. The station with a historic depot building is wheelchair accessible and has bicycle lockers, ticket vending machines, and public telephones. In addition, there are approximately 385 parking spaces provided in multiple surface lots adjacent the station.
- Current City Plans: The Palo Alto Comprehensive Plan, approved in 1998, designates the area within 2,000 feet of the multi-modal transit station as Transit-oriented Residential. This land use category is intended to generate residential densities that support substantial use of public transportation and especially the use of Caltrain. Individual project performance standards will be developed, including parking, to ensure that a significant portion of the residents will use alternative modes of transportation. Net density will range up to 50 units per acre, with minimum densities to be considered during development of new City zoning regulations. The Comprehensive Plan's Policy T-5 supports continued development and improvement of the city's transit stations as important transportation nodes for the City and Policy T-7 supports plans for a quiet, fast rail system that encircles the Bay, and for intra-county and transbay transit systems that link Palo Alto to the rest of Santa Clara County and adjoining counties.

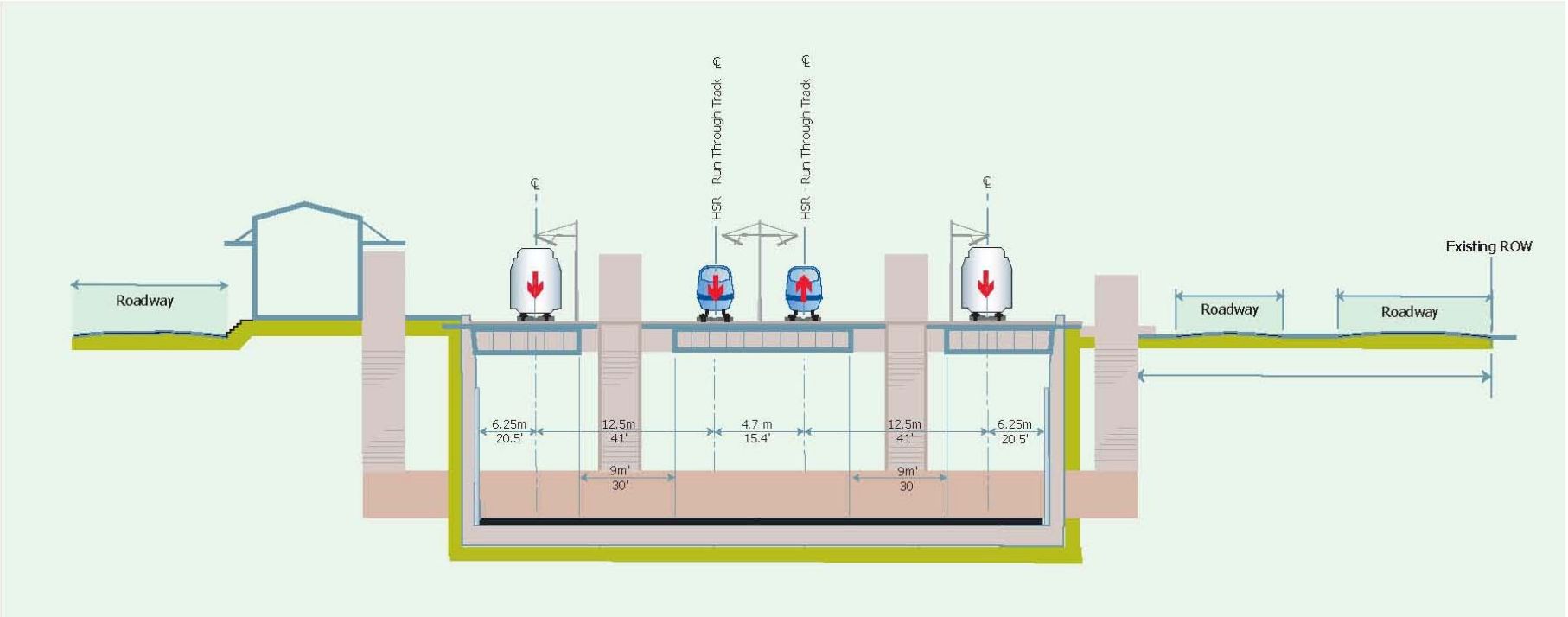
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed station site is at the existing Caltrain station site. The station and proposed parking facility are on land owned by Stanford University, zoned for public facilities. To the east of the station is the commercial center of Palo Alto in addition to various public facilities and medium density residences. The Stanford Shopping Center is located to the northwest of the station across El Camino Real while Stanford University is to the southwest.
- Station Layout: The station would be at-grade and would consist of two center platforms serving four tracks. The two center tracks would be for high speed rail express service while the outside tracks would be for local rail service. A pedestrian underpass would connect the platforms and station area.
- Parking: The Caltrain station has surface parking lots on both sides of the railroad tracks. The proposed high speed rail station would include a 4-story parking facility providing approximately 850 spaces on the western side of the tracks, in the southern portion of El Camino Park.
- Access: The station is accessible from Palm Drive on the west side and Alma Street on the east side of the tracks.
- Intermodal Connections: Transit connections include Samtrans, Dumbarton Express, VTA, Palo/Alto Crosstown/Embarcadero Shuttle, East Palo Alto Shuttle, and Stanford Marguerite Shuttle.

References

- Palo Alto Comprehensive Plan (1998)
  http://www.cityofpaloalto.org/compplan/Trans4WEB.pdf
- Palo Alto Zoning Map
  http://www.cityofpaloalto.org/planning-community/documents/ZonePage05.pdf
- Caltrain Stations
  http://www.caltrain.com/caltrain_stations.html
- Transit 511
  http://transit.511.org/destinations/detail.asp?did=195
- Parking Information:
  http://www.vta.org/services/park_ride_lots/palo_alto_caltrain.html


ALMA STREET
UNIVERSITY AVENUE
EL CAMINO REAL
HSR PLATFORM BELOW GRADE
HSR PARKING
QUARRY RD
Palo Alto
Google


HSR - Run Through Track
HSR - Run Through Track
Roadway
Roadway
Roadway
Existing ROW
6.25m
20.5'
12.5m
41'
4.7 m
15.4'
12.5m
41'
6.25m
20.5'
9m'
30'
9m'
30'

APPENDIX 2-F

NILES SUBDIVISION TO I-880

West Oakland Station Fact Sheet

Station Description

- Existing Station Facilities: The West Oakland BART station located at 1452 7th Street is wheelchair accessible and has 8 bicycle lockers. Monthly reserved permit, daily fee, single day reserved permit, extended weekend, and midday parking is available in surface lots.
- Current City Plans: The General Plan acknowledges a possible future connection to the Capitol Corridor train. It also includes policies (e.g. Policy T2.1) encouraging transit oriented development around the West Oakland transit node. One such development, the Mandela Gateway, offers 168 affordable apartments, 20,000 square feet of commercial space and 14 town homes. Completed in 2005 and located at Seventh Street and Mandela Parkway, it is viewed as a potential catalyst for improving the overall character of the surrounding neighborhood.

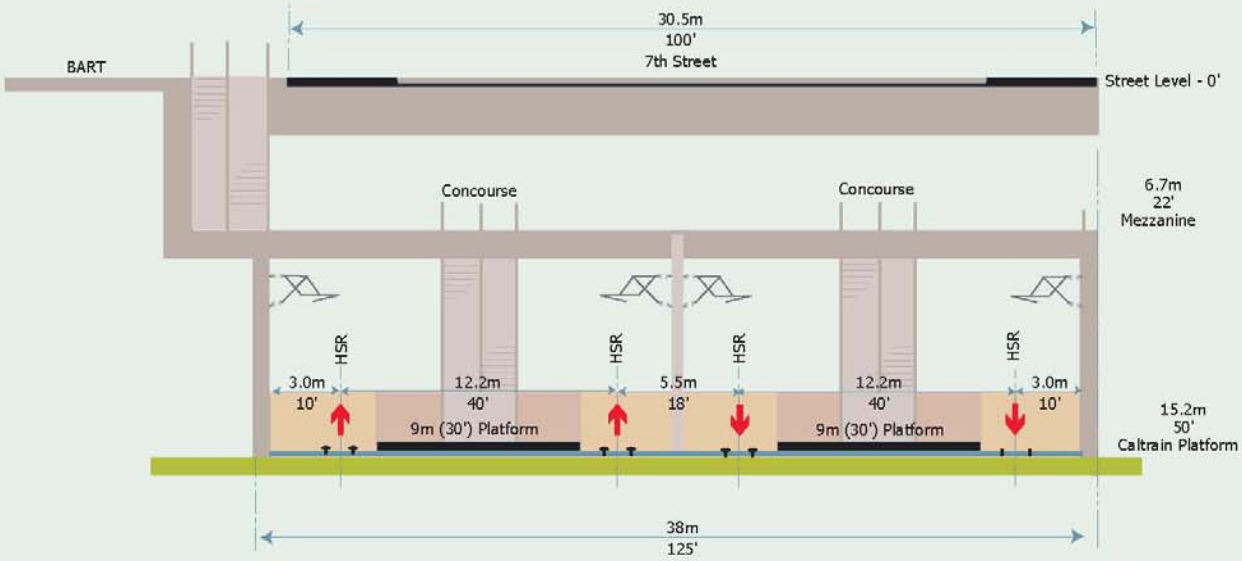
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed underground station site is on 7th Street between Henry Street and Mandela Parkway, adjacent to the existing aboveground BART station. The surrounding land uses include a mix of surface parking lots, residential development and industrial lots.
- Station Layout: The proposed underground station has 4 high-speed rail tracks served by two center platforms. All four tracks would be for high speed rail service. The platforms are connected by a below-ground concourse above the track level. As the northernmost station of the Niles Subdivision Line, this proposed station includes tail tracks which extend to the west under 7th St.
- Parking: The existing West Oakland BART station is surrounded by fee and permit surface parking lots.
- Access: Access to this station would be provided at the intersection of 7th & Chester Streets and 7th & Mandela Parkway
- Intermodal Connections: Passengers at the proposed West Oakland high speed rail station could connect to BART and AC Transit buses.

References

- BART
http://www.bart.gov/stations/stationguide/stationoverview_woak.asp
- *City of Oakland General Plan* (1998)
http://www.oaklandnet.com/government/ceda/revised/planningzoning/StrategicPlanningSection/default.html


TAIL TRACK
HSR STATION
BELOW GRADE
ACCESS
TO STREET
BART
I-880
3RD ST
Google


30.5m
100'
7th Street
BART
Street Level - 0'
Concourse
Concourse
6.7m
22'
Mezzanine
HSR
HSR
HSR
HSR
3.0m
10'
12.2m
40'
5.5m
18'
12.2m
40'
3.0m
10'
9m (30') Platform
9m (30') Platform
15.2m
50'
Caltrain Platform
38m
125'

Oakland 12th St Station Fact Sheet

Station Description

- Existing Station Facilities: The existing underground BART station is located at 1245 Broadway. This station has no parking facilities or bicycle lockers.
- Current City Plans: Oakland's General Plan includes policies (e.g. Policy T2.1) encouraging transit oriented development around this transit node. As part of the Downtown Transit-Oriented District, mixed use commercial, office, and residential development will all be welcome.

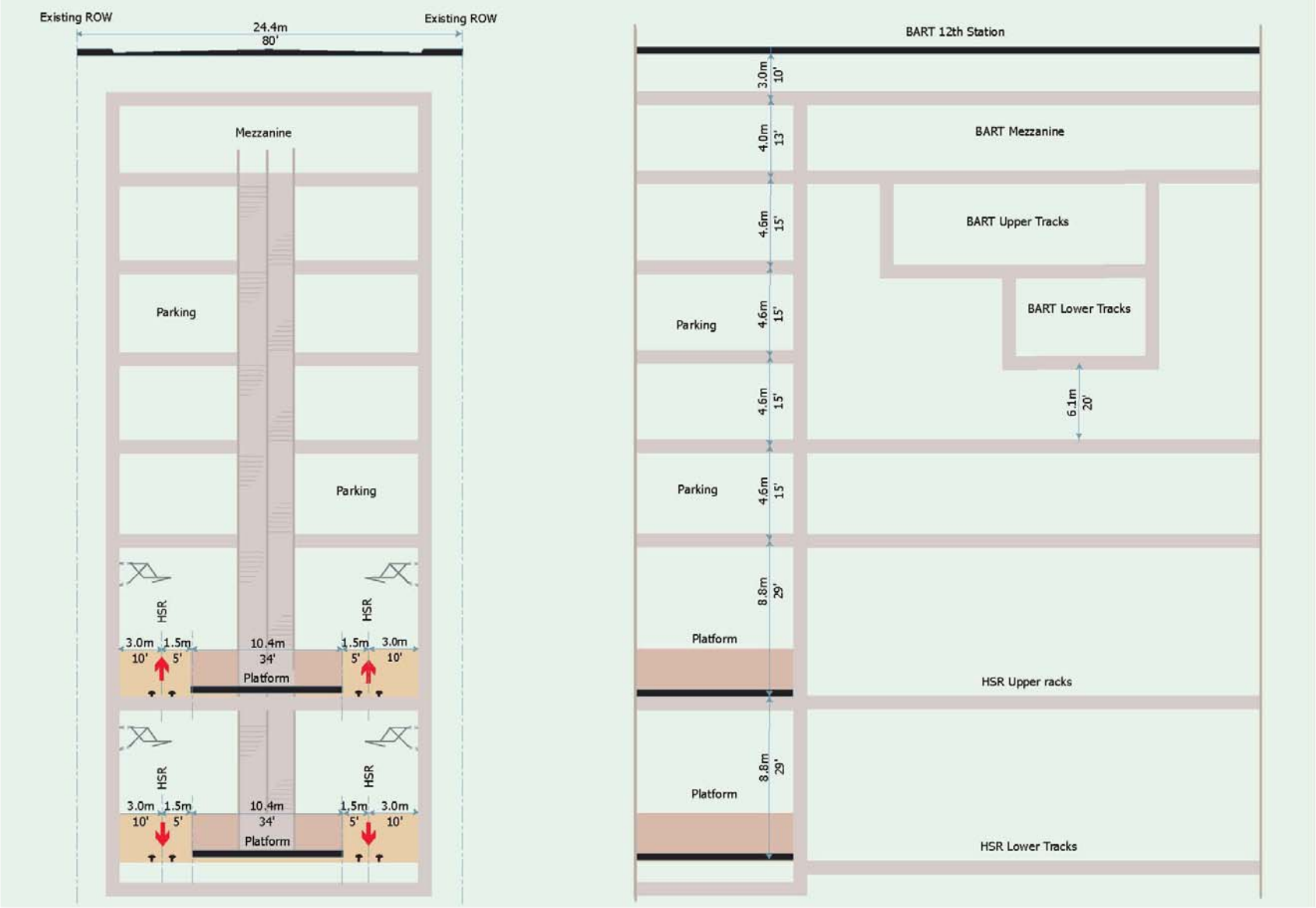
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed underground station site is along 12th Street between Broadway and Martin Luther King Junior Way. The station site is located in the City Center district, an urban commercial area that is the seat of government and home to many services and professional businesses
- Station Layout: The proposed underground station includes two levels of HSR tracks below a BART/HSR mezzanine and 4 levels of parking. The upper and lower HSR levels each have two tracks served by a center platform. Tail tracks extend east of the station from Martin Luther King Junior Way to I-980.
- Parking: This proposed station includes 4 levels of underground parking.
- Access: Station access would be provided at the corner of 12th Street & Jefferson Street and 12th Street and Broadway.
- Intermodal Connections: Passengers at the Oakland 12th Street Station can transfer to BART and AC Transit.

References:

- BART
http://www.bart.gov/stations/stationGuide/stationOverview_12ST.asp
- *City of Oakland General Plan* (1998)
http://www.oaklandnet.com/government/ceda/revised/planningzoning/StrategicPlanningSection/default.html


TAIL TRACK
STATION
PLATFORM
H&R
PARKING
4 LEVELS
OAKLAND
CITY
CENTER
BART
Oakland, CA
14TH ST
12TH STREET
BROADWAY
Google


Existing ROW
24.4m
80'
Existing ROW
Mezzanine
Parking
Parking
HSR
HSR
3.0m
10'
1.5m
5'
10.4m
34'
Platform
1.5m
5'
3.0m
10'
HSR
HSR
3.0m
10'
1.5m
5'
10.4m
34'
Platform
1.5m
5'
3.0m
10'
BART 12th Station
3.0m
10'
4.0m
13'
BART Mezzanine
4.6m
15'
BART Upper Tracks
Parking
4.6m
15'
BART Lower Tracks
6.1m
20'
4.6m
15'
Parking
4.6m
15'
8.8m
29'
Platform
HSR Upper racks
8.8m
29'
Platform
HSR Lower Tracks

Oakland Coliseum Station Fact Sheet

Station Description

- Existing Station Facilities: The existing Oakland Coliseum BART/Amtrak station is located at 73rd Ave and San Leandro St. A pedestrian overpass links the BART and Amtrak Capital Corridor platforms. The BART station is wheelchair accessible and has 2 bicycle lockers, ticket vending machines, and public telephones while the Amtrak station is not staffed and offers no ticket sales or baggage handling services. Parking is available in a surface lot east of the station across Snell Street.
- Current City Plans: The *City of Oakland General Plan* envisions the Coliseum Complex at the center of a regional shopping, entertainment and recreation district. Shops and restaurants will be mixed with movies and places for fun and recreation, encouraging Coliseum patrons to stay in the district for more than just the event, and adding life to the area when the complex is not in use. The General Plan designates the Coliseum area for large-scale Commercial development and includes policies (e.g. Policy T2.1) encouraging transit oriented development around this transit node.

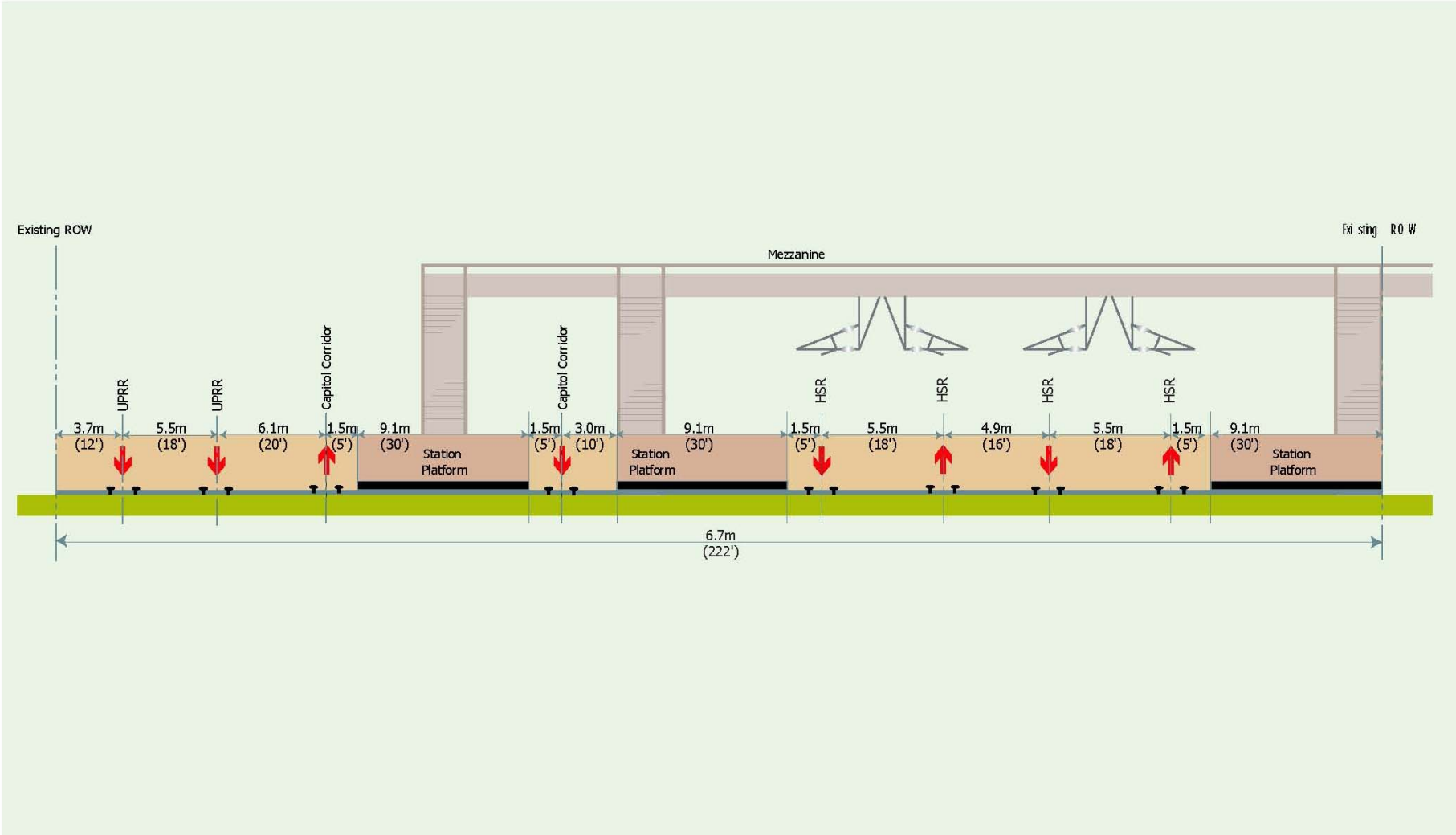
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed station site is between 71st Avenue and 73rd Avenue, along the existing Amtrak railroad tracks. The existing land use is industrial and recreational facilities (Oakland/Alameda County Arena and McAffe Coliseum) with the nearest residential development a quarter of a mile to the east. The location for the proposed high speed rail and Amtrak station and parking is currently an industrial site.
- Station Layout: A new station and parking areas would be constructed along 73rd Avenue between San Leandro Street and the railroad right-of-way. The station would consist of four at-grade tracks with two outside platforms. The center two tracks would be for express service while the two outside tracks adjacent the platforms would be for local service.
- Parking: In addition to the existing BART station parking along Snell Avenue, two new surface parking lots on either side of 73rd Avenue would provide parking for approximately 95 automobiles.
- Access: Station access would be provided from 73rd Avenue and San Leandro Street.
- Intermodal Connections: Passengers at the Oakland Coliseum Station can transfer to BART, Amtrak, AC Transit, and the AirBART shuttle to Oakland Airport.

References:

- Amtrak- The Capital Corridor
http://www.capitolcorridor.org/stations/oakland_coliseum.php
- BART Station Overview
http://www.bart.gov/stations/stationguide/stationoverview_colis.asp
- *City of Oakland General Plan* (1998)
http://www.oaklandnet.com/government/ceda/revised/planningzoning/StrategicPlanningSection/default.html


CAP CORRIDOR
66TH AVE
UPRR
SAN LEANDRO ST
BART STATION
HSR STATION
HSR to CAP CORRIDOR PARKING
PLATFORM
COLISEUM
HEGENBERGER RD
Google


Existing ROW
Existing ROW
Mezzanine
UPRR
UPRR
Capitol Corridor
Capitol Corridor
HSR
HSR
HSR
HSR
3.7m (12')
5.5m (18')
6.1m (20')
1.5m (5')
9.1m (30')
Station Platform
1.5m (5')
3.0m (10')
9.1m (30')
Station Platform
1.5m (5')
5.5m (18')
4.9m (16')
5.5m (18')
1.5m (5')
9.1m (30')
Station Platform
6.7m (222')

Union City Station Fact Sheet

Station Description

- Existing Station Facilities: The existing Union City Bay Area Rapid Transit (BART) station is located on a 14-acre site at Union Square and Decoto Road. The entrance to the station is on Union Square on the west side of the tracks. There are surface lots for monthly reserved, daily (free), extended weekend, midday (free) and long term parking in addition to a 9-bay bus transit facility that serves Alameda County (AC) Transit, Union City Transit, and the Dumbarton Express Bus service. Immediately east of the BART station, the Union Pacific railroad (UPRR) Oakland Subdivision track runs adjacent to the BART tracks. This track carries consumer freight service lines. Approximately 800 feet east of the BART tracks is the UPRR Niles Subdivision track. The Niles Subdivision track is used for major freight lines and the Amtrak Capitol Corridor.
- Current City Plans: According to the Union City General Plan, the Economic Development Strategy calls for mixed-use development in up to 100 acres of undeveloped land around the existing BART station and future intermodal facility. This Plan also shows the extension of 11th Street south of Decoto Road, past the new station site, and through the area slated for Transit Oriented Development. General Plan Goal LU-B.1 calls for the creation of an environment around the intermodal facility that would be mixed use and transit-oriented and which would provide good connectivity with the rest of the city while integrating well with the surrounding neighborhoods. The Station District will be designed to provide strong pedestrian connections, ground floor retail, open space, high density office, research and development, light industrial, and high density residential uses.

  The creation of an intermodal station adjacent to the existing BART station would allow for connectivity between BART, passenger rail and bus service. The intermodal station would require track improvements to reroute current and future Capitol Corridor passenger rail service from the Niles Subdivision to the Oakland Subdivision and allow future Dumbarton Rail service. Intermodal station development would include free-flowing pedestrian grade separation under BART and UPRR tracks, an intermodal transit plaza and 16-bus bay facility, passenger rail station and facilities with elevated passenger platforms along the UPRR line adjacent to BART and transit commuter parking facilities. The long range vision for the intermodal station includes a large canopy roof covering the entire facility.

Proposed High Speed Rail Station Use

The proposed location of the HSR station platform is east of the Oakland Subdivision tracks roughly 900' east.

- Proposed Station Site: The proposed station will be contiguous to a large vacant property on the east, and will be connected by a pedestrian tunnel under the Niles Subdivision right of way and under Railroad Avenue to the City of Union City's proposed mixed-use redevelopment area. More specifically, the pedestrian tunnel could emerge on the proposed 'Commons' that provide a pedestrian link and amenity for proposed transit related center.
- Proposed Station Layout: The station platforms will be more or less centered on the proposed pedestrian underpass. The track and platforms will be at grade, with four tracks and two platforms. The center tracks, for HSR through trains and the outer tracks, for trains destined to stop, are shown in the attached diagram.
- Parking: There will be no new parking introduced at the station site. HSR patrons will have direct pedestrian access to the two parking structures planned east of the BART station and the commuter rail station.
- Access: The proposed HSR station will be accessible from Railroad Avenue, which links to I-880 and I-580 via Decoto Road.

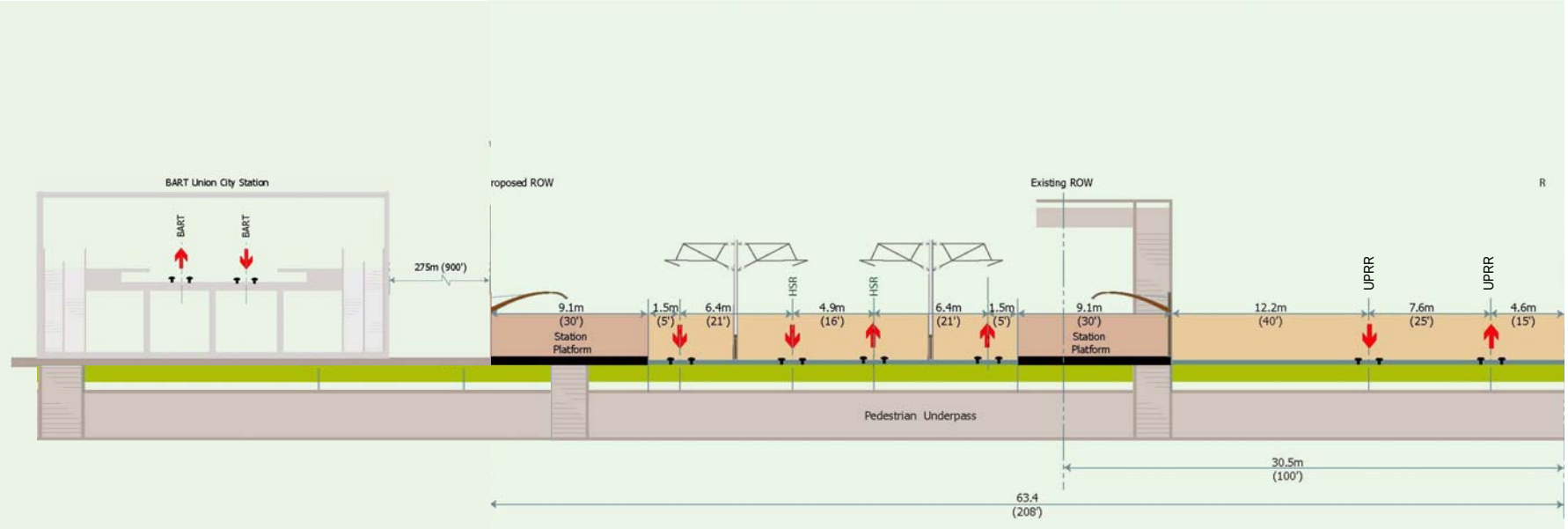
- Intermodal Connections: There will be kiss-ride drop offs and a bus transfer facility at the edge of Railroad Avenue.

References

- Union City Intermodal Station Phase 1 Project http://www.union-city.ca.us/public%20works/intermodal_station.htm
- 2002 General Plan Policy Document, City of Union City, February 2002 http://www.union-city.ca.us/commdev/general_plan.htm


RAILROAD AVENUE
UPRR
BART
HSR
STATION PLATFORMS
PARKING
PARKING
BART STATION

Union City BART and HST Station (Union City Intermodal Center is not shown)



Warm Springs Station Fact Sheet

Station Description

- Existing Station Facilities: There are no existing station facilities in the location of the proposed Warm Springs station site.
- City Planning Efforts: A planned BART extension from Downtown Fremont into Santa Clara County includes a new Warm Springs station at Osgood Road and Grimmer Boulevard. Construction of the extension is scheduled to begin in 2007. The Warm Springs Station will be fully accessible to pedestrians and bicyclists, and will include taxi and "kiss and ride" passenger drop off areas, bike lockers, elevators and escalators, Braille signs and a tactile sight path to aid riders with disabilities. Plans for a new BART station feature an at-grade island platform with an overhead concourse providing intermodal access to VTA and Alameda - Contra Costa (AC) Transit buses.

  According to Fremont's General Plan, the City is considering designating the Warm Springs BART Study Area for conversion to residential use to make optimal use of the access provided by a future BART station. The City of Fremont's Warm Springs BART Area Specific Plan, calls for buffering residential uses from surrounding industrial uses with retail and office uses in a Transit Oriented Development (TOD).

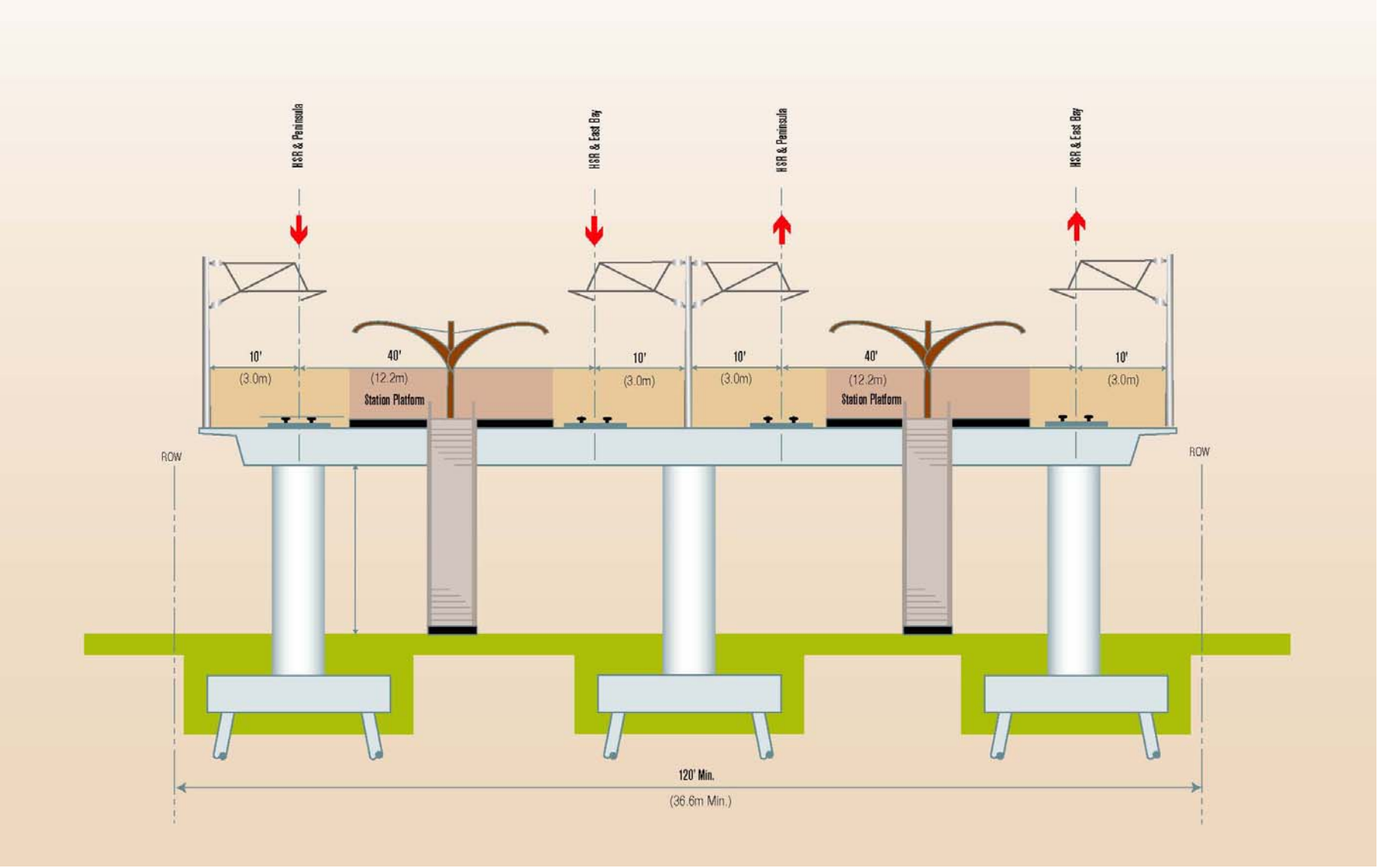
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed station site is at the intersection of S. Grimmer Road and Warm Springs Boulevard adjacent the BART facilities. The proposed station location falls within the Warm Springs Business District in the City of Fremont. The proposed station site is largely on undeveloped land surrounded by industrial developments. Residential developments are located approximately 0.4 miles to the east.
- Station Layout: The elevated station would consist of two center platforms serving four tracks. The two center tracks would be for express service while the outside tracks would be for regional and local high speed rail service.
- Parking: The new BART station will provide approximately 2,000 parking spaces. The new high speed rail station would include a surface parking lot for approximately 200 – 400 automobiles.
- Access: Access to the Warm Springs station is provided from S. Grimmer Road and Warm Springs Boulevard.
- Intermodal Connections: Plans for the new BART station include intermodal access to VTA and Alameda - Contra Costa (AC) Transit buses. Buses would access the station via the surface parking lot from Grimmer Road. Adjacent to the parking lot for the high speed rail station would be a bus transfer lot.

References:

- Warm Springs Business District http://www.ci.fremont.ca.us/Business/BusinessDistricts/WarmSpringsBusinessDistrict.htm
- *City of Fremont General Plan* (1991) http://www.ci.fremont.ca.us/NR/rdonlyres/eag7bbfream3z3wxae7hquba2qahajep7tcerb7rjopsxiijwq2xy44wgj2lyazkq6kbvsd6x6jrf6taljkolvdnt5g/gptextchapters13web.pdf
- BART Warm Springs Station Project http://www.bart.gov/about/projects/warmsprings.asp
- The City of Fremont's Warm Springs BART Area Specific Plan http://www.abag.ca.gov/jointpolicy/JPC%20%20Goods%20Movement%20May%202006.pdf


GRIMMER
ROAD
STATION
PLATFORMS
WARM SPRINGS BLVD
BUSES
Reliance Way
Corporate Way
Google


HSR & Peninsula
HSR & East Bay
HSR & Peninsula
HSR & East Bay
10'
(3.0m)
40'
(12.2m)
Station Platform
10'
(3.0m)
10'
(3.0m)
40'
(12.2m)
Station Platform
10'
(3.0m)
ROW
ROW
120' Min.
(36.6m Min.)

APPENDIX 2-F

SAN JOSE TO CENTRAL VALLEY

Diridon (San Jose) Station Fact Sheet

Station Description

- Existing Station Facilities: The historic San Jose Diridon station is located at 65 Cahill Street and serves as the central passenger rail depot for San Jose. The two story station is wheelchair accessible and has staffed ticket stations, ticket vending machines, public telephones. There are approximately 595 parking spaces spread among several parking lots and 8 bus bays. Diridon station has five platforms and provides service for the Capitol Corridor and Coast Starlight Amtrak routes, Altamont Commuter Express, Caltrain, and Santa Clara Valley Transit Authority (VTA) light rail. Underground pedestrian tunnels provide access from the station concourse to the platforms. The station and track are owned by Caltrain with Amtrak being the contracted operator.
- Current City Plans: The site falls in the Midtown Planned Community, which has a Specific Land Use Plan for its transition from an industrial area to a mixed-use community. A major objective of the Mid Town Planned Community is to create a pattern of development that reinforces transit. Under the Specific Plan, "high density residential and intensive commercial uses are oriented to transit, encouraging pedestrian activities. Some industrial and commercial service uses are maintained with opportunities for expansion." According to Strategy 2000, the Greater Downtown Strategy for Development, "the Diridon/Arena area is appropriate for long term downtown expansion and can therefore include high-and mid-rise office and residential uses, with ground floor commercial and entertainment, and mixed use." The 2003 Diridon/Arena Strategic Development Plan recommends an expansion of Diridon Station including a new station concourse immediately north of the existing station head house. The station building could have two or three levels and possibly extend over the rail tracks. The Strategic Development Plan includes plans for future BART and high speed rail service at Diridon Station. The plan also identifies possible locations for additional parking along Cahill Street, south of the existing station and east of the railroad tracks.

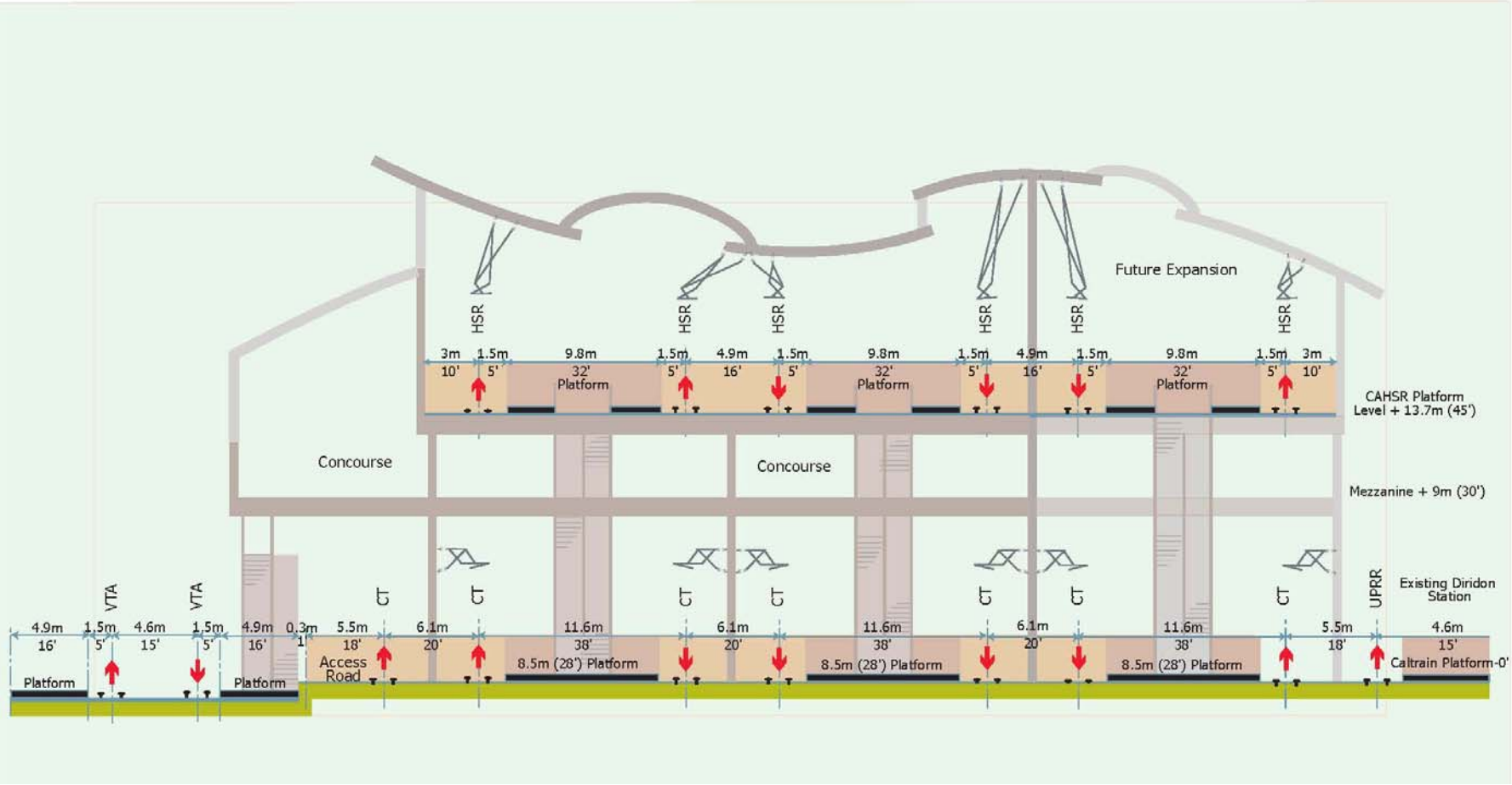
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed high speed rail station site is at the existing Diridon station. The existing station, a two story building surrounded by surface parking lots, is located in land designated Public/Quasi Public. The high speed rail station would include additional parking facilities along Cahill St, south of the existing station and east of the railroad tracks. To the east of the station site is land designated General Commercial and Combined Industrial Commercial. To the west of the site is land designated Residential Support for the Core Area and Public Park/Open Space. The site is within the San Jose city limits.
- Station Layout: The proposed above-ground station has 6 high-speed rail tracks served by three center platforms on the upper level of the existing Diridon station. The Caltrain, Union Pacific Railroad, and VTA tracks are all on the lower, at-grade level.
- Parking: At the existing station, approximately 595 spaces are available for all day parking in surface lots adjacent the station. HSR proposes to add 1432 spaces in a 5 level structure
- Access: Access to the station is from Cahill Street between W. Santa Clara Street (The Alameda) and Park Avenue.
- Intermodal Connections: Passengers at the existing Diridon station can transfer between the Caltrain, ACE, Amtrak, and VTA.

References

- San Jose General Plan map, January 5, 2006 http://www.sanjoseca.gov/planning/gp_maps/images/maps/GP083.pdf
- San Jose General Plan, January 5, 2006 - Chapter 5- Land Use/ Transportation Diagram http://www.sanjoseca.gov/planning/gp/2020_text/Pdf_version/2006/GPChp5_Jan_06.pdf
- TOD map http://www.sanjoseca.gov/planning/smartgrowth/Transit_Oriented_Development.pdf
- Diridon/Arena Strategic Development Plan (April 2003) http://www.sjredevelopment.org/PublicationsPlans/DirArena_SDP.pdf#xml=http://web-search.sjcity.net/isysquery/ded98124-b24c-40fe-8f5d-2abbbc5be01b/2/hilite/\


THE ALAMEDA
CAHILL ST.
EXISTING STATION
CONCOURSE
LINK
HSR
STATION PLATFORM
PARKING 5 LEVELS
PARK AVENUE
Garland Ave
W San Fernando St
Luther Ave
Eugene Ave
Park Ave
Parkinson Ct
Pacific Ave
Jefferson St
Lakehouse Ave
Natural Grove Ln
Google


Future Expansion
HSR
3m 10'
1.5m 5'
9.8m 32' Platform
4.9m 16'
CAHSR Platform Level + 13.7m (45')
Concourse
Mezzanine + 9m (30')
VTA
CT
UPRR
Existing Diridon Station
4.6m 15'
5.5m 18'
6.1m 20'
11.6m 38'
Access Road
8.5m (28') Platform
Platform
Caltrain Platform-0'

Morgan Hill Station Fact Sheet

Station Description

- Existing Station Facilities: Caltrain has a Morgan Hill station at 17300 Depot Street between E Main and E Dunne Avenues. The station is wheelchair accessible and has ticket vending machines, bicycle lockers, and public telephones. In addition, there is a total of 486 parking spaces in two surface parking lots on the either side of the tracks. There is a single platform on the eastern side of the tracks.
- Current City Plans: According to Morgan Hill's General Plan, "the city will work with CalTrans and Union Pacific to improve the appearance of the railroad overcrossing (a secondary gateway to the city) and land along the railroad".

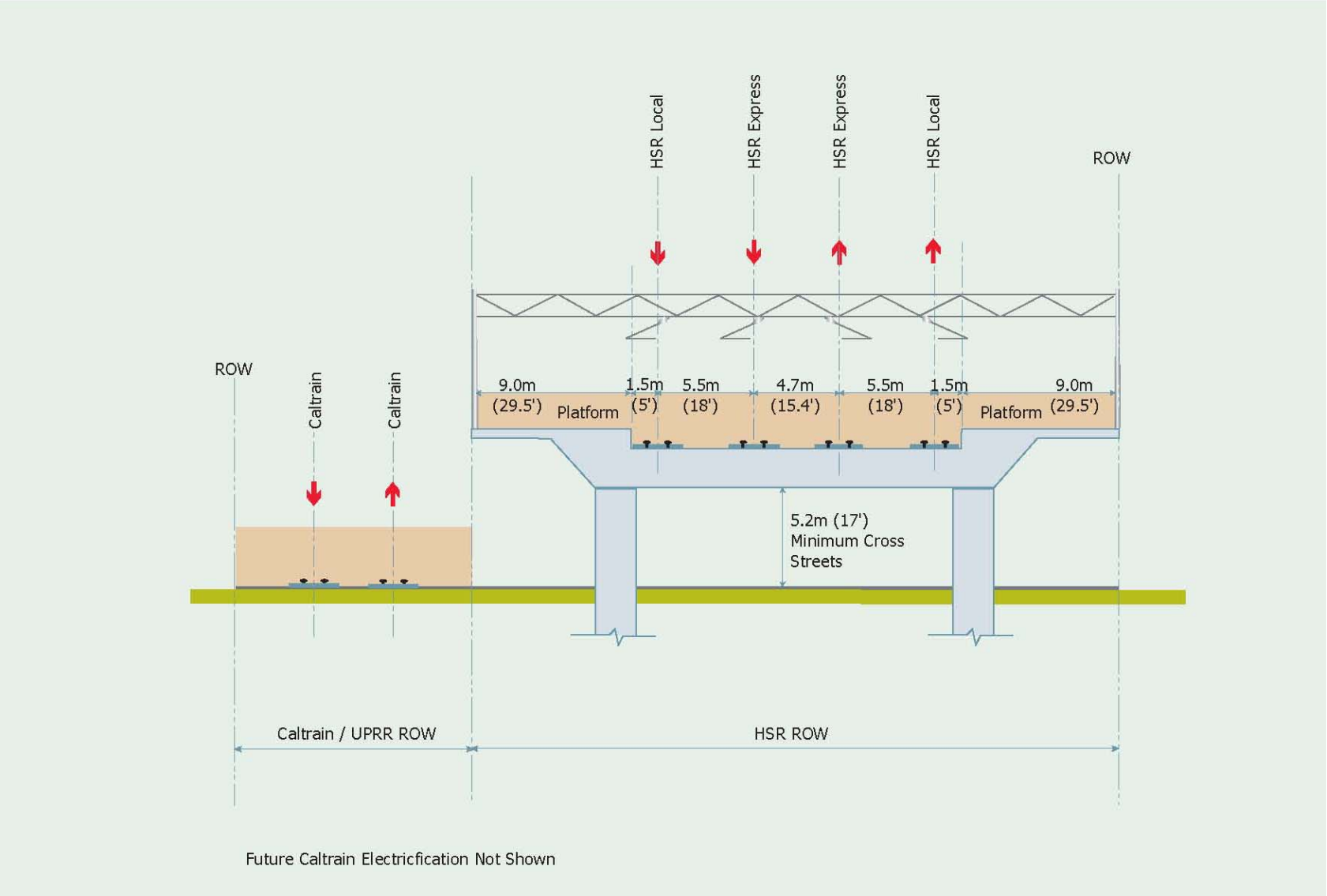
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed Morgan Hill site is at the existing Morgan Hill Caltrain station. The station site, as well as an undeveloped plot to the south, are designated Public Facilities. To the east of the station, across Butterfield Boulevard, are residential developments on land designated Single Family Medium and Multifamily Low. To the west of the site is a mix of residential and commercial uses in an area designated as Mixed Use. The station site is within the Morgan Hill city limits.
- Station Layout: The proposed station is elevated with 4 tracks and outside platforms. The two center tracks would be for high speed rail service while the outside tracks would be for regional and local high speed rail service.
- Parking: At the existing Caltrain station, all day parking is available in a total of 486 parking spaces, including 346 standard spaces, 131 compact spaces, 8 handicap spaces, and 1 handicap van accessible space. The HSR station will add 500 spaces in a 2 level structure.
- Access: Access to the existing Caltrain station is from Depot Street to the west of the tracks and Butterfield Boulevard to the east.
- Intermodal Connections: Passengers at the existing Caltrain station can transfer to VTA (Santa Clara Valley Transportation Authority) buses.

References

- *City of Morgan Hill General Plan*, July 2001, updated August 2005 http://www.morganhill.ca.gov/Upload/Document/D240003024/GeneralPlanRevised20August2005.pdf


E MAIN
BUTTERFIELD BOULEVARD
PARKING
2 LEVELS
DEPOT STREET
HSR PLATFORMS
DIANA
N
E
S
W
Google


HSR Local
HSR Express
HSR Express
HSR Local
ROW
ROW
Caltrain
Caltrain
9.0m
(29.5')
Platform
1.5m
(5')
5.5m
(18')
4.7m
(15.4')
5.5m
(18')
1.5m
(5')
Platform
9.0m
(29.5')
5.2m (17')
Minimum Cross
Streets
Caltrain / UPRR ROW
HSR ROW
Future Caltrain Electricfication Not Shown

Gilroy Station Fact Sheet

Station Description

- Existing Station Facilities: Caltrain has a Gilroy station at 7150 Monterey Street. This historic station is the southern most station along the Caltrain corridor. The station is wheelchair accessible and has 10 bicycle lockers, 4 bicycle racks, ticket vending machines, and public telephones. In addition, there is a 471 space surface parking lot and 6 bus bays. There is a single platform on the western side of the tracks.
- Current City Plans: According to the Downtown Gilroy Specific Plan, approved in November 2005, "a significant amount of development (about 176,000 square feet of commercial space and 513 residential units) is projected on the parcels bounded by Old Gilroy Street, Tenth Street, Alexander Street, and the railroad tracks." This is the land directly across the railroad tracks from the existing Caltrain station. The station falls in the Specific Plan's Gateway District, and guidelines for the railroad corridor state that "additional articulation should be provided on building facades that face this corridor to promote an aesthetically pleasing view of the Downtown for rail patrons." Desired uses in this area include offices, service commercial, residential in medium to high densities, visitor serving uses such as hotels. Additionally, it is "the intent of the City and Public Utilities Commission is to create a pedestrian pathway along the east side of the railroad corridor between Tenth Street and Leavesley Road."

Proposed High Speed Rail Station Use

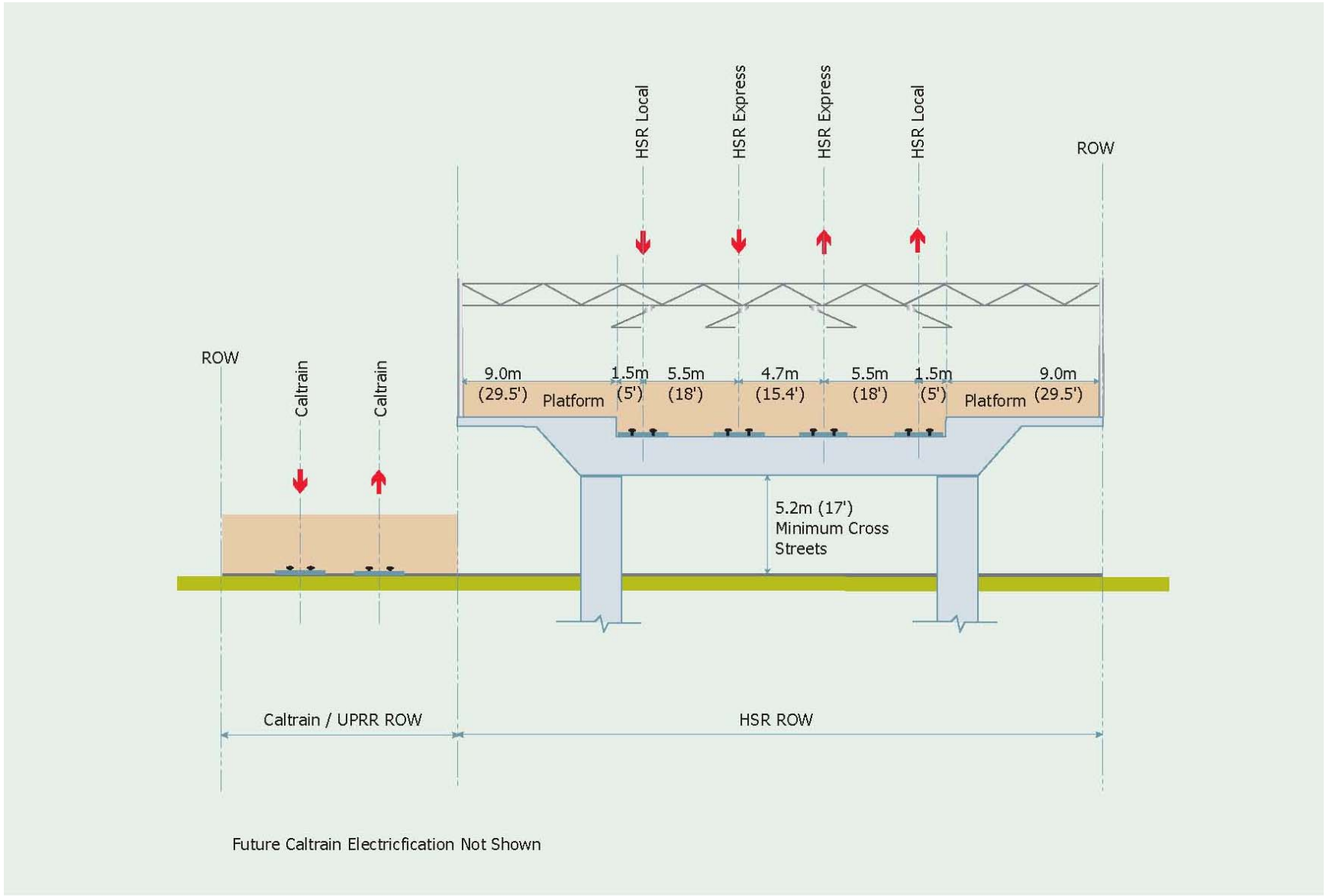
- Proposed Station Site: The proposed Gilroy site is at the existing Gilroy Caltrain station. The area is designated as Commercial-Downtown with land designated as Commercial- General Services to the east of the railroad tracks. The station site is in the center of the City of Gilroy, within the city limits, urban service area, and 20 year planning boundary. The predominant land uses surrounding the station are residential and commercial with an area of industrial uses to the southeast.
- Station Layout: The proposed station is elevated with side platforms and 4 tracks. The two center tracks would be for express high speed rail service while the outside tracks would be for regional service. Both station and parking will be designed to permit east-west cross-streets to be extended.
- Parking: At the existing Caltrain station, all day parking is available in a total of 471 parking spaces, including 464 standard spaces, 2 handicap spaces, 1 handicap van accessible space, and 4 passenger pick-up/drop-off spaces. The HSR project will replace the surface parking lot with a parking deck and 973 parking spaces.
- Access: Access to the existing Caltrain station is from Monterey Street and W. 8th Street.
- Intermodal Connections: Passengers at the existing Caltrain station can transfer to VTA (Santa Clara Valley Transportation Authority) buses, the San Benito County Transit Shuttle, Monterey-Salinas Transit buses, and Amtrak motor coaches connecting to the Capital Corridor trains in San Jose or Oakland.

References

- Downtown Gilroy Specific Plan, November 21, 2005
  http://www.ci.gilroy.ca.us/planning/pdf/DowntownCh07.pdf
  http://www.ci.gilroy.ca.us/planning/pdf/DowntownCh05.pdf

- City of Gilroy General Plan Land Use Map
  http://www.ci.gilroy.ca.us/cityhall/pdf/generalplan11_17.pdf


W 7TH ST.
MONTEREY ST
FAIRVIEW
UPRR
HSR STATION PLATFORMS
PARKING
2 LEVELS
ALEXANDER ST
W 11TH ST.
Old Gilroy St
E 6TH ST
E 7TH ST
E 8TH ST
W 6TH ST
W 7TH ST
W 8TH ST
W 9TH ST
W 10TH ST
Google


HSR Local
HSR Express
HSR Express
HSR Local
ROW
ROW
Caltrain
Caltrain
9.0m
(29.5')
Platform
1.5m
(5')
5.5m
(18')
4.7m
(15.4')
5.5m
(18')
1.5m
(5')
Platform
9.0m
(29.5')
5.2m (17')
Minimum Cross
Streets
Caltrain / UPRR ROW
HSR ROW
Future Caltrain Electricfication Not Shown

APPENDIX 2-F

ALTAMONT PASS

Newark Station Fact Sheet

Station Description

- Existing Station Facilities: There are no existing station facilities in the location of the proposed Newark station site.
- Current City Plans: *The City of Newark General Plan* has identified approximately 15 acres to the west of the proposed station site, in the area of the Newpark Mall, for potential housing development.

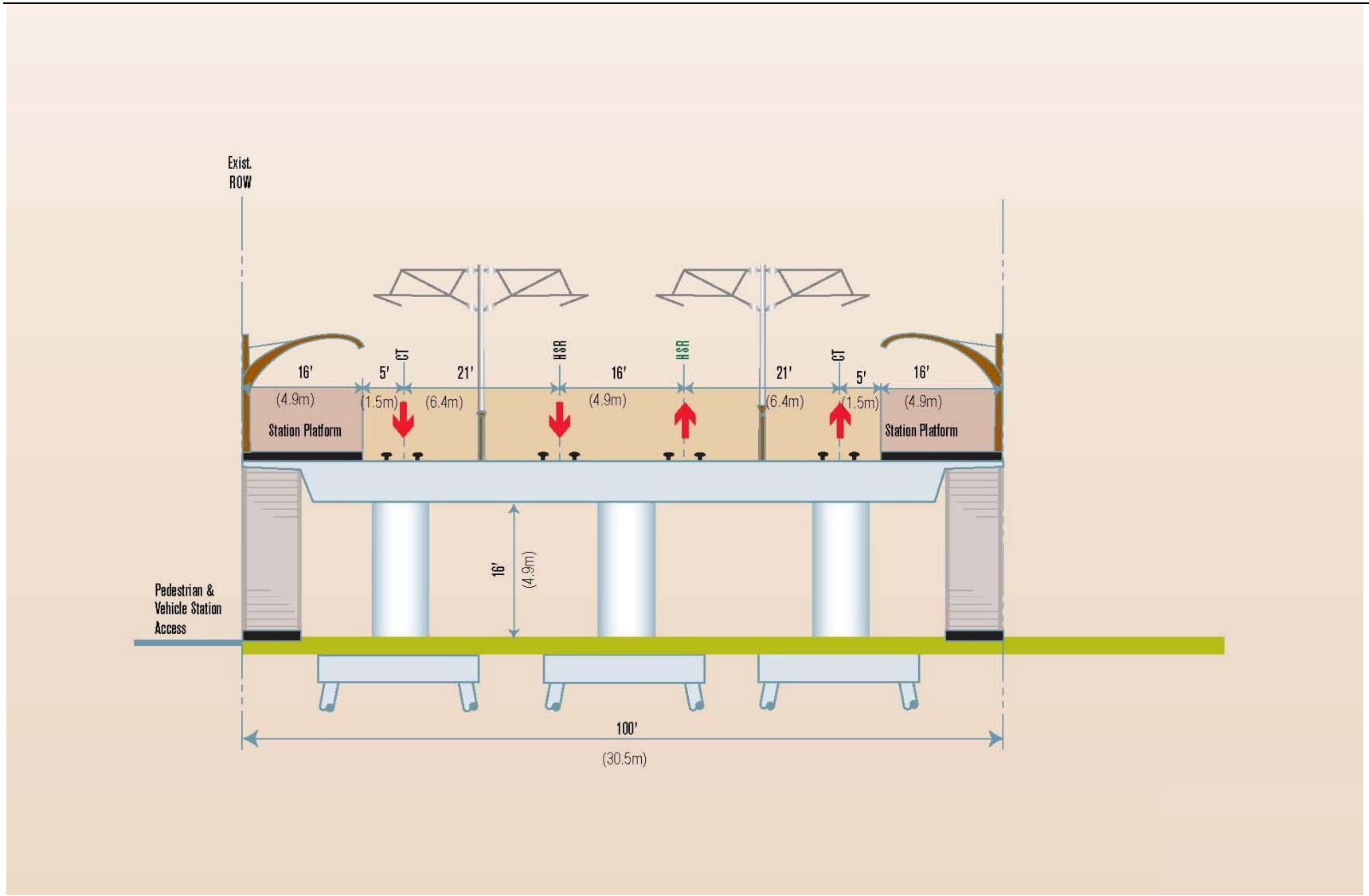
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed Newark station site is located adjacent to Stewart Avenue between Boscell Road and Boyce Road in the City of Fremont just south of the City of Newark. The station is situated in an industrial area in the southern portion of the city. The surrounding land use is industrial, with residential development 0.5 miles to the west across I-880 and the Newpark Mall just over one mile to the northwest.
- Station Layout: This elevated station would consist of four tracks served by two outside platforms. The outer two tracks next to the platforms would be for local service while the two inner tracks would be for express service which would bypass the station.
- Parking: The HSR station includes a parking facility containing 300 spaces on the southeast side of the tracks, across Stewart Avenue.
- Access: Access to this station is provided on Stewart Avenue between Boscell Road and Christy Street.
- Intermodal Connections: Currently, the AC Transit bus 235 is the only bus that serves the station area.

References:

- *The City of Newark General Plan*- Housing Element (2002) p23 http://www.newark.org/externals/cd/4da29324a133c47278b214c7ee0c977dcff0f3.pdf
- City of Fremont General Plan (1991) - Chapter 3 Land Use 3-4 http://www.ci.fremont.ca.us/NR/rdonlyres/eag7bbfream3z3wxae7hquba2qahajep7tcerb7rjopsxiijwq2xy44wgj2lyazkq6kbvsd6x6jrf6taljkolvdnt5g/gptextchapters13web.pdf


BOYCE ROAD
HSR STATION PLATFORM
PARKING
STEWART AVENUE
BOSCELL ROAD
Google


Exist.
ROW
16'
(4.9m)
Station Platform
5'
(1.5m)
CT
21'
(6.4m)
HSR
16'
(4.9m)
HSR
21'
(6.4m)
CT
5'
(1.5m)
16'
(4.9m)
Station Platform
16'
(4.9m)
Pedestrian &
Vehicle Station
Access
100'
(30.5m)

Shinn Station Fact Sheet

Station Description

- Existing Station Facilities: There are no existing station facilities in the location of the proposed Shinn station site.
- Current City Plans: There are currently no city plans regarding the proposed station.

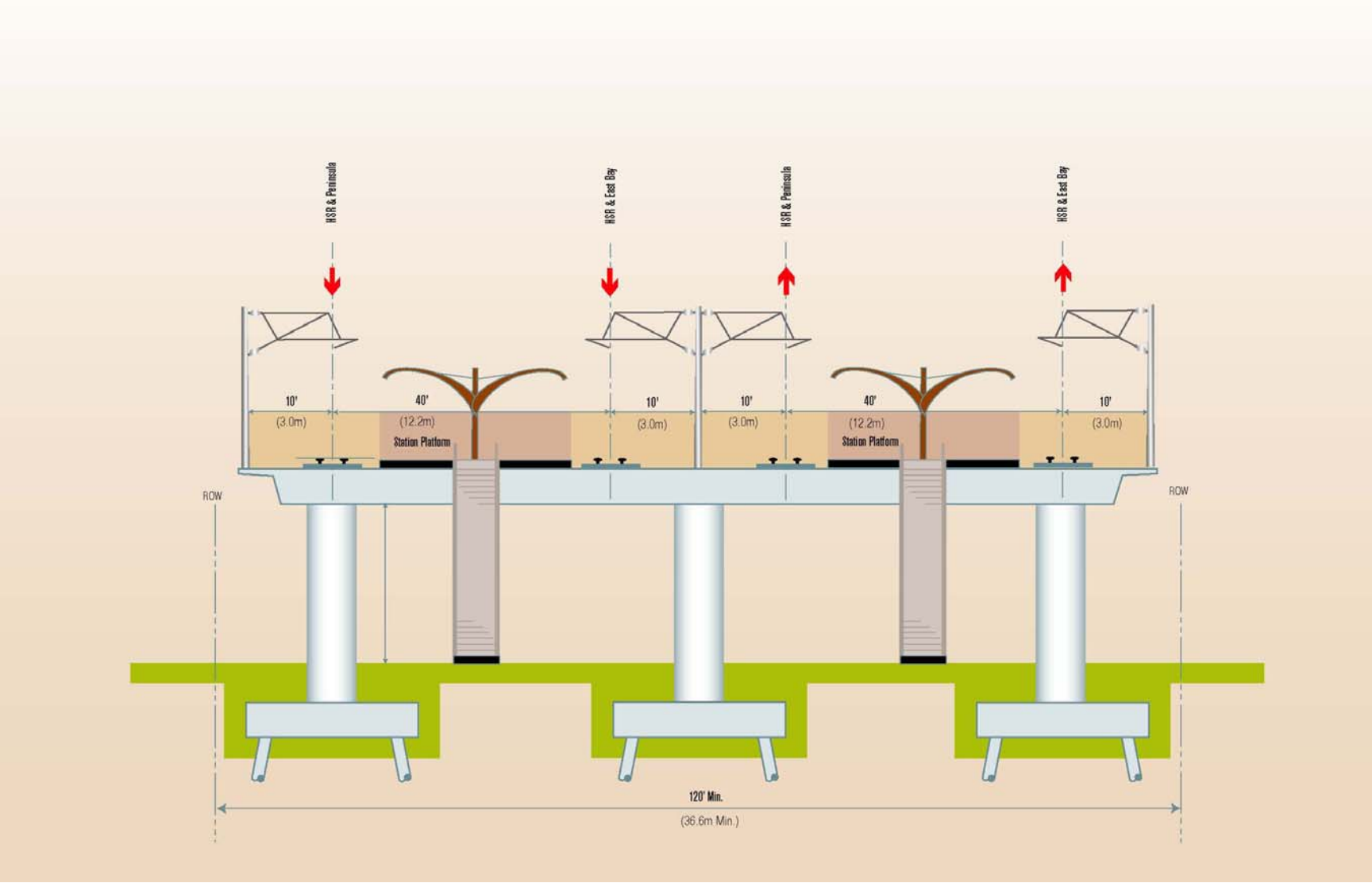
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed station site is in the Centerville area of the City of Fremont. The station would be located along the existing UPRR and ACE/Capitol Corridor tracks at Shinn Street and Von Euw Com, just east of the BART track crossing. The proposed station and parking facility is located at the site of an industrial building and lot. North of the station are bodies of water that border Niles Community Park and Rancho Arroyo Park. To the south of the proposed station are suburban residential housing developments and Shinn Memorial Park.
- Station Layout: The station would be elevated and would consist of four tracks served by two center platforms.
- Parking: The proposed Shinn station includes a surface parking lot at the intersection of Von Euw Com and Shinn Avenue.
- Access: Station access would be provided from Shinn Avenue which passes under the elevated tracks. A second access point would need to be determined.
- Intermodal Connections: There is the possibility of creating connections with Amtrak Capitol Corridor and ACE.

References:

- *City of Fremont General Plan* (1991) http://www.ci.fremont.ca.us/NR/rdonlyres/eag7bbfream3z3wxae7hquba2qahajep7tcerb7rjopsxiijwq2xy44wgj2lyazkq6kbvsd6x6jrf6taljkolvdnt5g/gptextchapters13web.pdf


PARKING
PED. LINK
PLATFORM
H&R STATION
SHINN AVENUE
Google


HSR & Peninsula
HSR & East Bay
HSR & Peninsula
HSR & East Bay
10'
(3.0m)
40'
(12.2m)
Station Platform
10'
(3.0m)
10'
(3.0m)
40'
(12.2m)
Station Platform
10'
(3.0m)
ROW
ROW
120' Min.
(36.6m Min.)

Bernal Station Fact Sheet (Revised 1/31/07)

Station Description

- Existing Facilities: There are no existing station facilities at this location.
- Current City Plans: The Draft Bernal Property Phase II Specific Plan (January 2006) outlines the overall planning vision for the area designated Phase II of the 318 acre Bernal Property. That area is south of Bernal Avenue and west of the UPRR tracks. The vision is that the area will be kept as open space, a park-like setting which will integrate existing and new public/quasi-public activities and facilities, including the Alameda County Fairgrounds. A new HSR station in the location will support this programmatic vision.

Proposed High Speed Rail Station

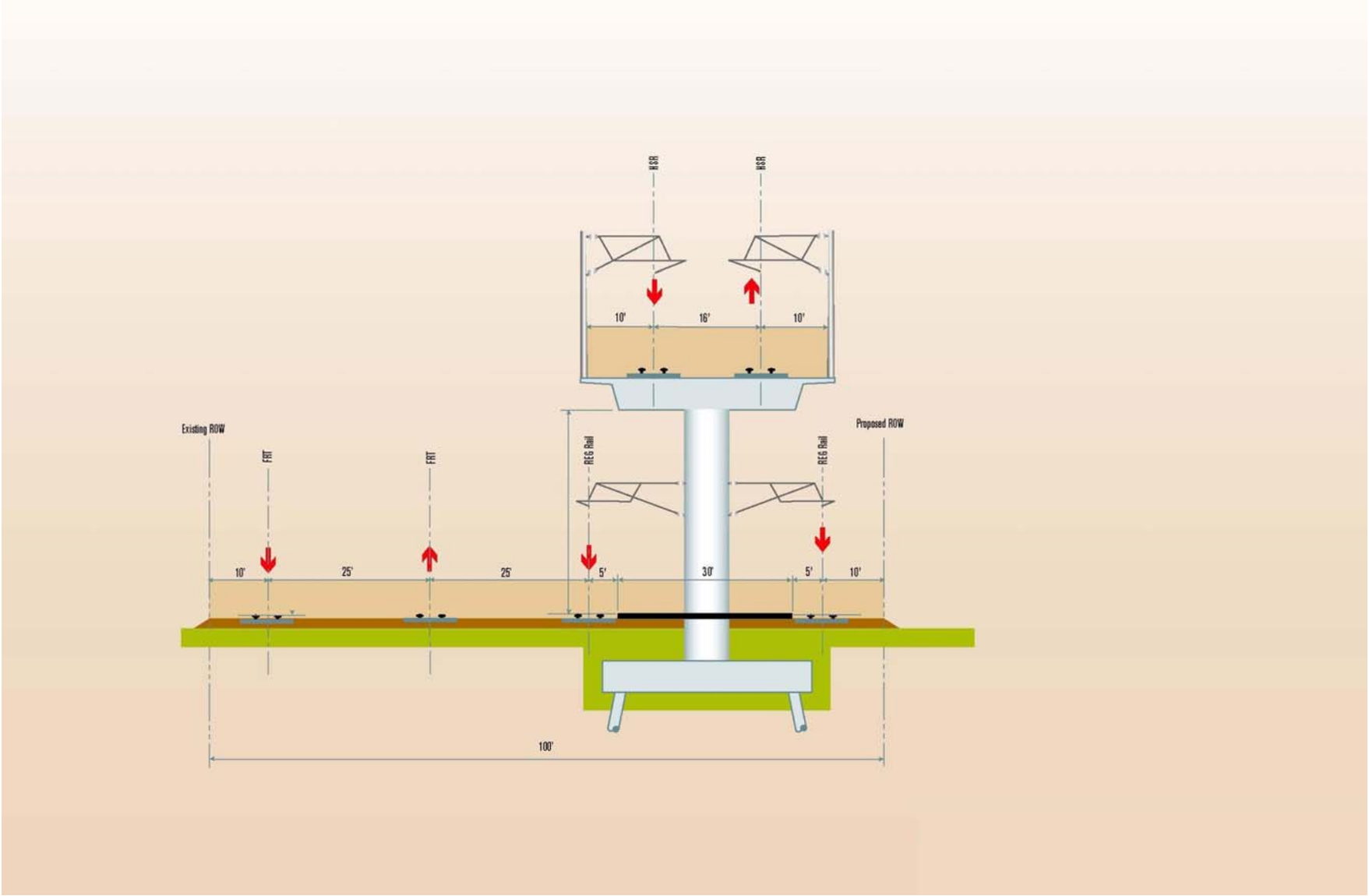
- Proposed Station Site: HSR platforms and station facilities will be located just north of the intersection of Bernal Avenue with the existing UPRR line and along the east side of the UPRR tracks. . The HSR station will be within the City of Pleasanton. The Alameda County Fairgrounds are immediately west of the proposed station, and the remainder of the land is in open space and residential uses. The Pleasanton Middle School is south and east of the proposed HSR station sites.
- Station Layout: The proposed station will be on two levels, one at-grade and one elevated. The at grade track will be on the outside of a double platform and the elevated track will be similarly organized. Stairs and escalators will bring HSR passengers from both levels to a below grade tunnel under the track, and or a pedestrian overpass that will connect to parking, bus intermodals and land uses on both east and west sides of the station.
- Parking: 1,700 spaces can be provided in a multilevel structure on the east side of the HSR platforms, immediately north of Bernal Avenue, and accessible from Bernal Court.
- Vehicular Access: Access to the parking, kiss-ride and intermodal buses could be from Bernal Court on the east side of the platforms, and might be augmented by parking added to the existing surface parking on the Fairgrounds side of the tracks.

References

*The Pleasanton General Plan – A Guide to Community Resources, Future Trends and Long Range Plans:*Adopted August 6, 1996; Amended November 5, 1996. http://www.ci.pleasanton.ca.us/business/planning/genplan-update-message-forum.html.

Draft Bernal Property Phase II Specific Plan, City of Pleasanton Department of Planning and Community Development (January 2006). *http://www.ci.pleasanton.ca.us/pdf/bernalproperty2.pdf.*


ALAMEDA COUNTY FAIRGROUNDS
PLEASANTON AVENUE
BERNAL AVENUE
BERNAL CT
CADE AVE
500 Feet
N
W
E
S
Google


HSR
HSR
10'
16'
10'
Existing ROW
FRT
FRT
RE6 Rail
RE6 Rail
Proposed ROW
10'
25'
25'
5'
30'
5'
10'
100'

Livermore 2 (Downtown) Station Fact Sheet

Station Description

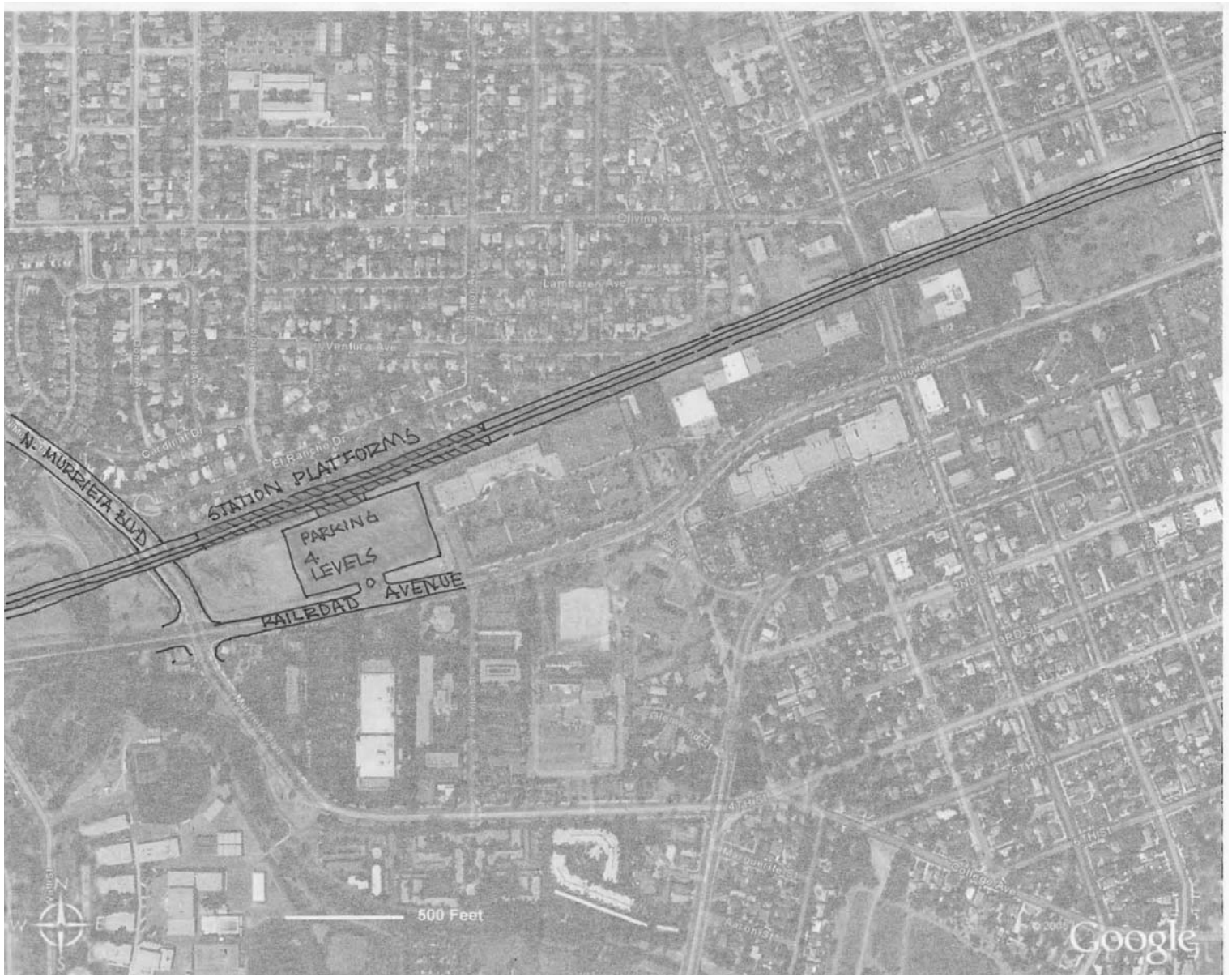
- Existing Station Facilities: The proposed high speed rail station in the City of Livermore would not be located at an existing station site. There is an ACE train station and Livermore Amador Valley Transit Authority (LAVTA) Transit Center located less than 0.5 miles to the east of the proposed Livermore 1 station site.
- Current City Plans: BART has purchased land near the Greenville Road/I-580 interchange for a possible terminal yard and/or station. The City of Livermore General Plan accommodates the extension of BART along the I-580 median to Greenville Road (Objective CIR-3.1, Action A3) (*City of Livermore General Plan: 2003- 2025*, Adopted February 9, 2004). The General Plan calls for the development of high density mixed use development near the proposed Greenville BART (Goal LU-3).

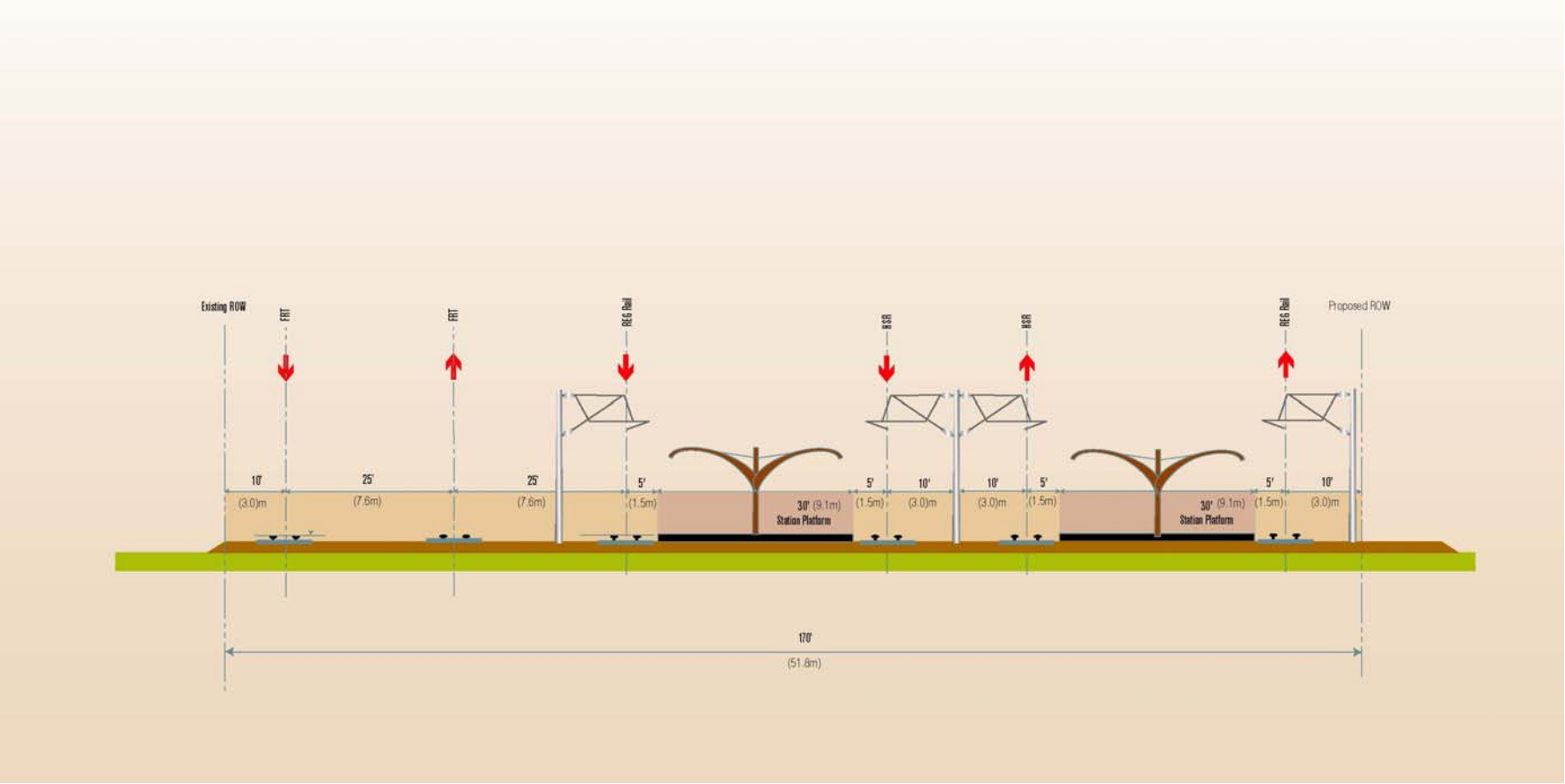
Proposed High Speed Rail Station Use

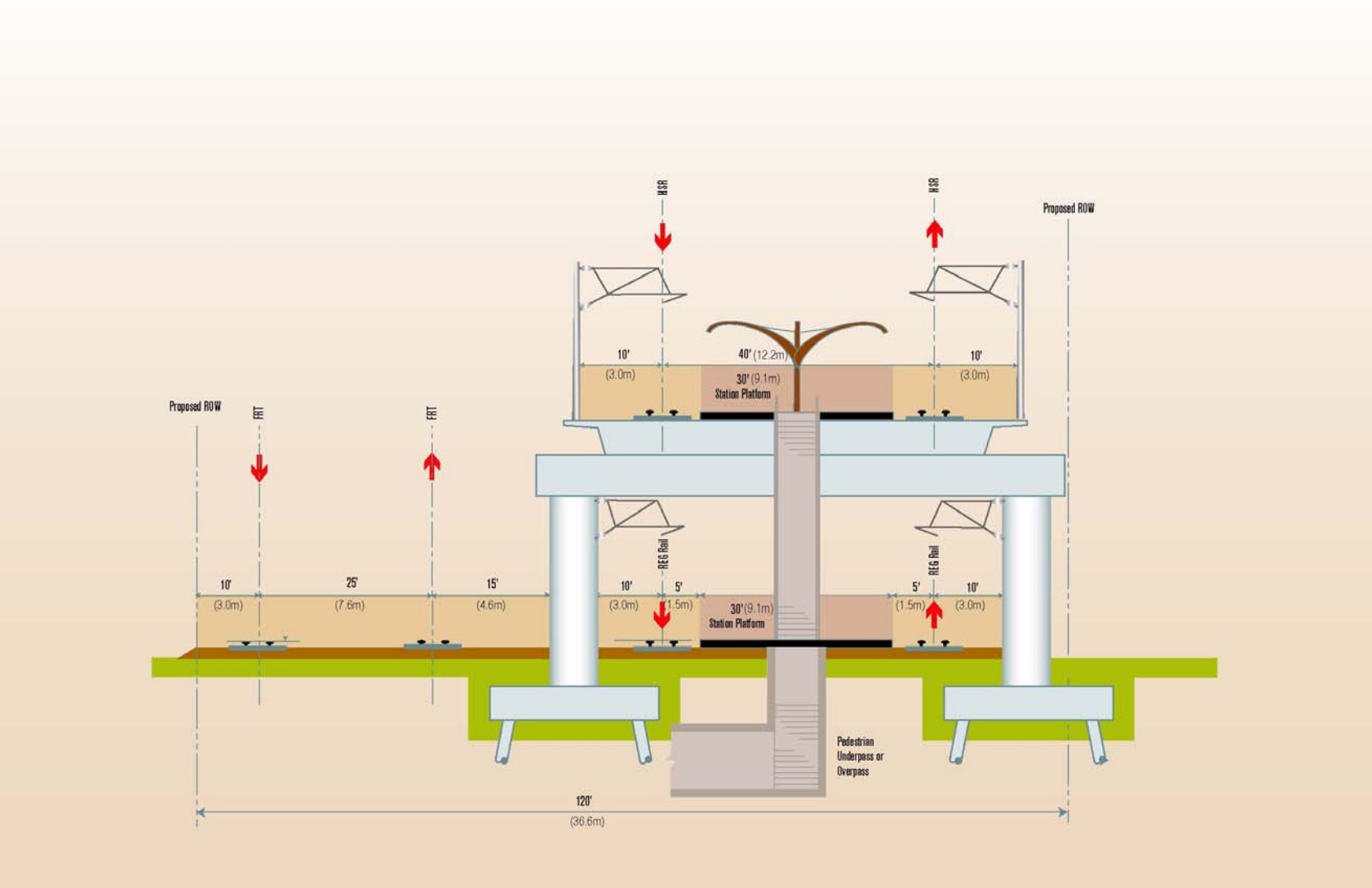
- Proposed Station Site: There are currently no station facilities in this location. The proposed station site is located along the south side of the UPRR tracks between Murietta Boulevard and P Street. The proposed station is located less than 0.5 miles from the ACE train station and Transit Center. Immediately north of the railroad tracks is residential development while the area to the south is mainly commercial development located along Railroad Road. The station site is located within the City of Livermore downtown specific plan area.
- Station Layout: There are two options for the track layout. The option illustrated is two at-grade platforms with high speed rail running along the two inside tracks and regional rail using the two outer tracks. The four new tracks and two platforms would be placed adjacent the existing UPRR tracks. The second option would place an elevated structure adjacent the existing UPRR tracks. The upper level would have two high speed rail tracks served by a center platform and the lower level would have two tracks for regional rail and express high speed rail served by a center platform.
- Parking: 1700 spaces would be provided in a 4-level parking deck.
- Access: Access to the station would be from Murietta Boulevard via Railroad Avenue.
- Intermodal Connections: The proposed station would be served by Tri-Valley buses with additional ACE, Amtrak and Greyhound connections available at the Livermore Transit Center and ACE station.

Reference:

- *City of Livermore General Plan: 2003- 2025*, Adopted February 9, 2004 http://www.ci.livermore.ca.us/general_plan/general_plan.html
- Tri-Valley Transportation Guide http://www.ci.livermore.ca.us/transit_tri-valley.pdf


N. MURRIETA BLVD
STATION PLATFORMS
PARKING
4
LEVELS
RAILROAD AVENUE
500 Feet
Google


Existing ROW
FRT
FRT
RGS Rail
BSR
BSR
RGS Rail
Proposed ROW
10'
(3.0)m
25'
(7.6m)
25'
(7.6m)
5'
(1.5m)
30' (9.1m)
Station Platform
5'
(1.5m)
10'
(3.0)m
10'
(3.0)m
5'
(1.5m)
30' (9.1m)
Station Platform
5'
(1.5m)
10'
(3.0)m
170'
(51.8m)


HSR
HSR
Proposed ROW
10'
(3.0m)
40' (12.2m)
30' (9.1m)
Station Platform
10'
(3.0m)
Proposed ROW
FRT
FRT
RGS Rail
RGS Rail
10'
(3.0m)
25'
(7.6m)
15'
(4.6m)
10'
(3.0m)
5'
(1.5m)
30' (9.1m)
Station Platform
5'
(1.5m)
10'
(3.0m)
Pedestrian
Underpass or
Overpass
120'
(36.6m)

Greenville UPRR Station Fact Sheet

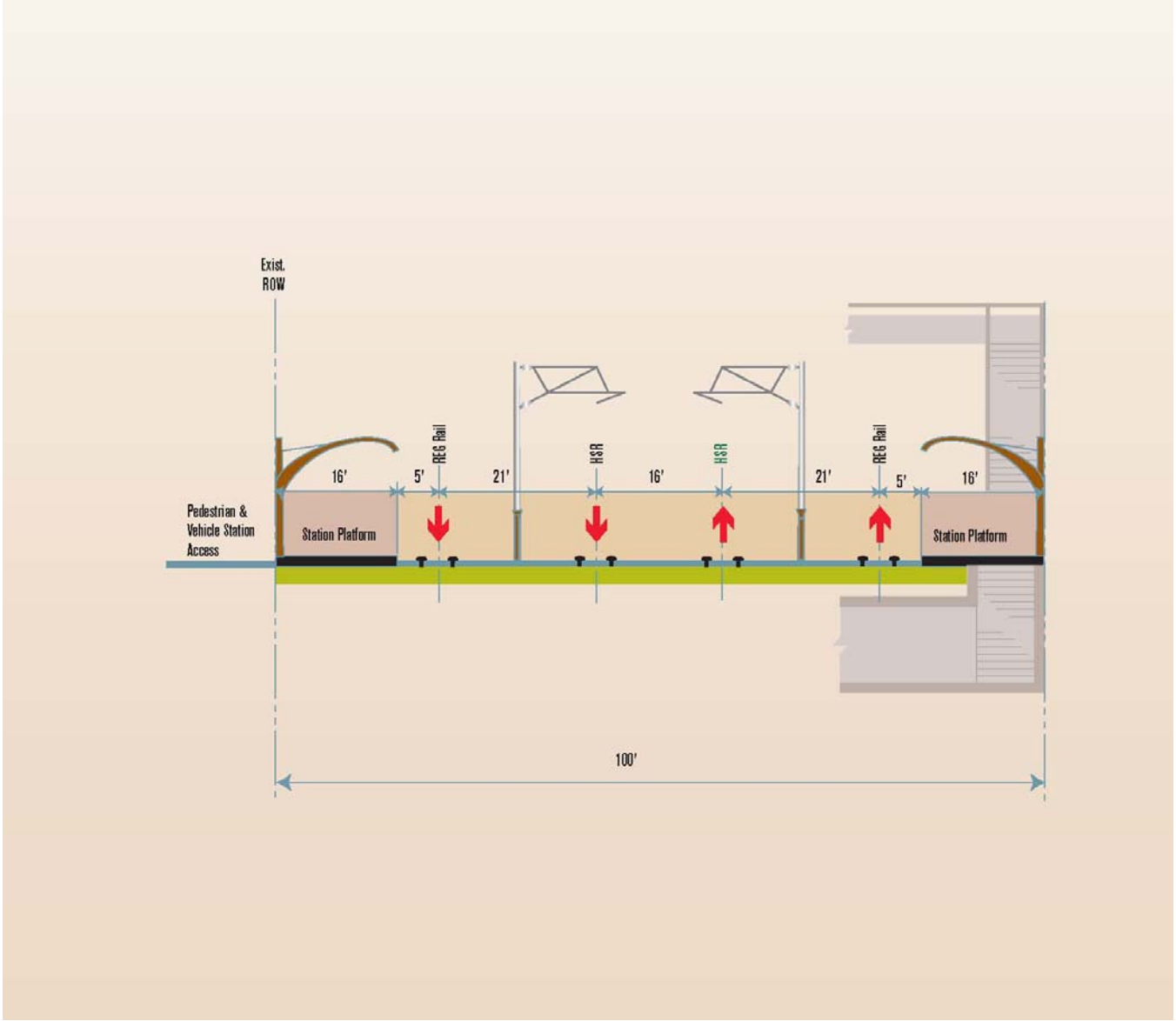
Station Location Description

Existing Land Uses: The proposed station is within a high intensity industrial district (H11) that will remain in that use, according to the General Plan of the City of Livermore. The Plan recommends the addition of a small park and school just east of Vasco Road, which will have negligible effect upon the operation of the station, but the grade crossing at Vasco Road may be an issue for the school. [1]

Proposed High Speed Rail Station:
Proposed Station Location: The proposed High Speed Rail Station is to be located along the UPRR right of way, about 900 feet east of the Vasco Road crossing and north of Brisa Street. The site is within the industrial park presently located on both sides of the railroad and will require the acquisition of at least one parcel between the proposed station platforms and Brisa Street to provide parking a bus intermodal facility, and a kiss-'N'-ride drop- off for the station.
Station Layout: the proposed HSR station will be on one level at grade with side platforms. A pedestrian overpass or underpass will provide access to the parking, kiss 'N' ride, and bus intermodal facilities which will be located on the Brisa Street side.
Parking: The proposed parking site is roughly two acres in extent and will accommodate about 250 spaces at grade. It may be decked or structured to provide more.

[1] City of Livermore General Plan; 2003-2025, Adopted February 9, 2004


UPRR
HSR
PARKING
PLATFORMS
BUSES + KISS-RIDE
BRISA STREET
VASCO ROAD
N
Google


Exist.
ROW
16'
5'
REG Rail
21'
HSR
16'
HSR
21'
REG Rail
5'
16'
Pedestrian &
Vehicle Station
Access
Station Platform
Station Platform
100'

Dublin/Pleasanton Station Fact Sheet

Station Description

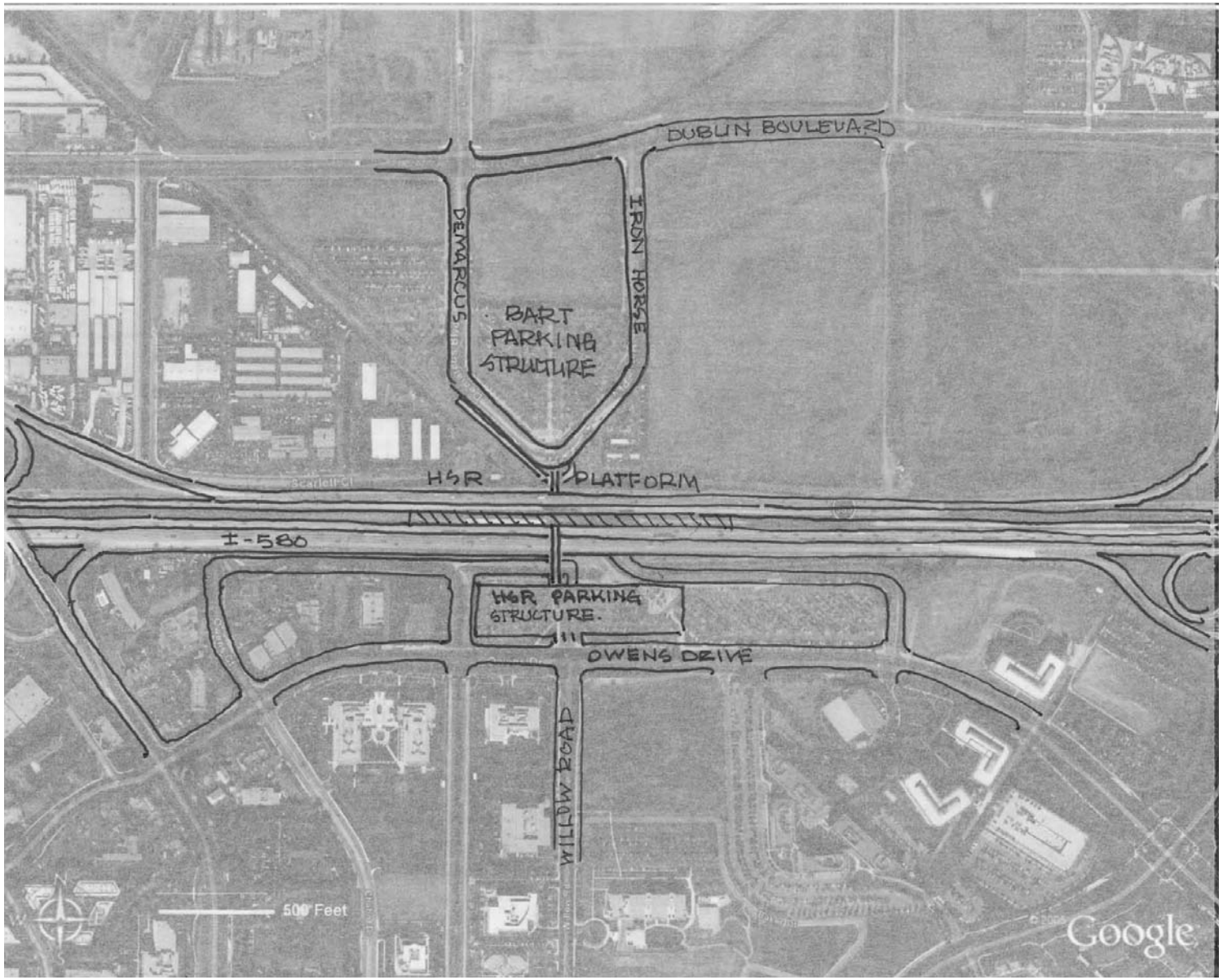
- Existing Station Facilities: The Dublin/Pleasanton BART station is located at the eastern end of the Dublin/Pleasanton – Millbrae/San Francisco Airport line at 5801 Owens Drive in Pleasanton. The station is located in the median of I-580 just west of the Hopyard Road interchange in the vicinity of the Hacienda Business Park. Monthly reserved, daily (free), extended weekend, midday (free), carpool (free) and long term parking is available in the parking located just south of the station along Owens Drive and in two surface lots north of the station. A pedestrian underpass connects the parking areas on both sides of the tracks and serves as an entrance point to the station.
- Current City Plans: Policy 7 of the Pleasanton General Plan calls for the establishment of a well-planned mixture of land uses around the East Dublin/Pleasanton BART station. Program 7.2 is a request for BART to plan for a total of 6,000 parking spaces for the East and West Dublin/Pleasanton BART stations with an interim plan for 4,500 spaces at the existing East Dublin/Pleasanton station. Policy 12 states that the City should encourage the extension of BART from Pleasanton to Livermore following the I-580 alignment.

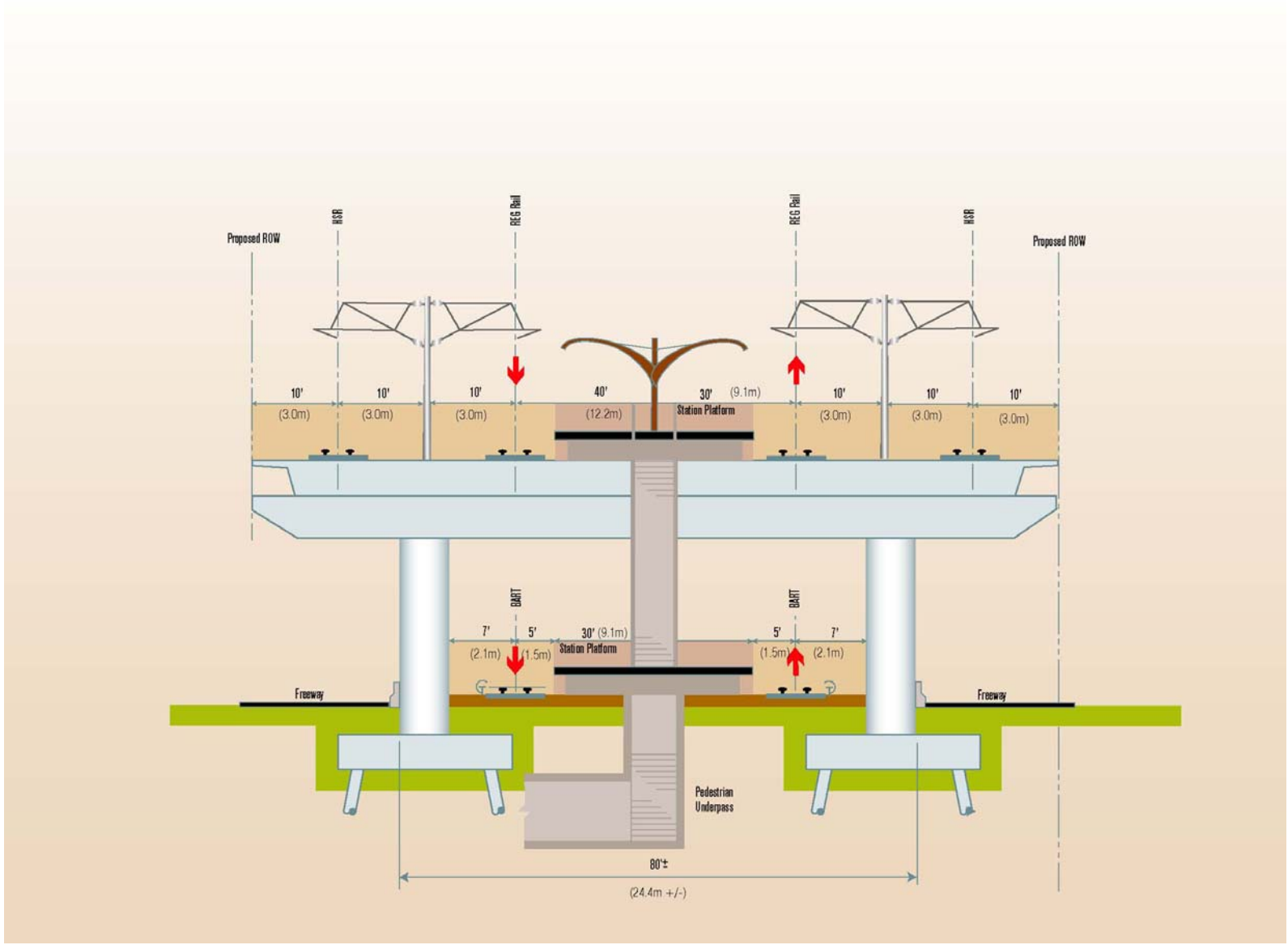
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed high speed rail station site would be located at the site of the existing Dublin/Pleasanton BART station. Land use in the immediate vicinity of the station site is primarily commercial. Several large vacant parcels are located along the north side of I-580 and are planned for high density residential development.
- Station Layout: The proposed station is an elevated structure in the I-580 median. The upper level would have four high-speed rail tracks with a center platform. The two inside tracks would be used for regional rail and local high speed rail stops, while the two outside tracks would be used for high speed rail express service. The at-grade level would have two BART tracks served by a center platform.
- Parking: The parking for BART would be consolidated on the north side of the station in a structure capable of holding 3,100 spaces. The 1,700 spots required for High Speed Rail would be located on the south side of the station in a structured parking garage.
- Access: Access to the station is available from Owens Drive on the south side and from Dublin Road via Iron Horse Parkway and Demarcus Boulevard.
- Intermodal Connections: The existing BART station is served by several bus connections including County Connection, Livermore Amador Valley Transit (WHEELS) and San Joaquin Regional Transit.

Reference:

- *The Pleasanton General Plan – A Guide to Community Resources, Future Trends and Long Range Plans*, Adopted August 6, 1996, Amended November 5, 1996. http://www.ci.pleasanton.ca.us/business/planning/genplan-update-message-forum.html


DUBLIN BOULEVARD
DEMARCUS
IRON HORSE
BART PARKING STRUCTURE
HSR
PLATFORM
I-580
HSR PARKING STRUCTURE.
OWENS DRIVE
WILLOW ROAD
500 Feet
Google


Proposed ROW
HSR
REG Rail
REG Rail
HSR
Proposed ROW
10'
(3.0m)
10'
(3.0m)
10'
(3.0m)
40'
(12.2m)
30'
(9.1m)
Station Platform
10'
(3.0m)
10'
(3.0m)
10'
(3.0m)
BART
BART
7'
(2.1m)
5'
(1.5m)
30' (9.1m)
Station Platform
5'
(1.5m)
7'
(2.1m)
Freeway
Freeway
Pedestrian
Underpass
80'±
(24.4m +/-)

Livermore 1 (I-580) Station Fact Sheet

Station Description

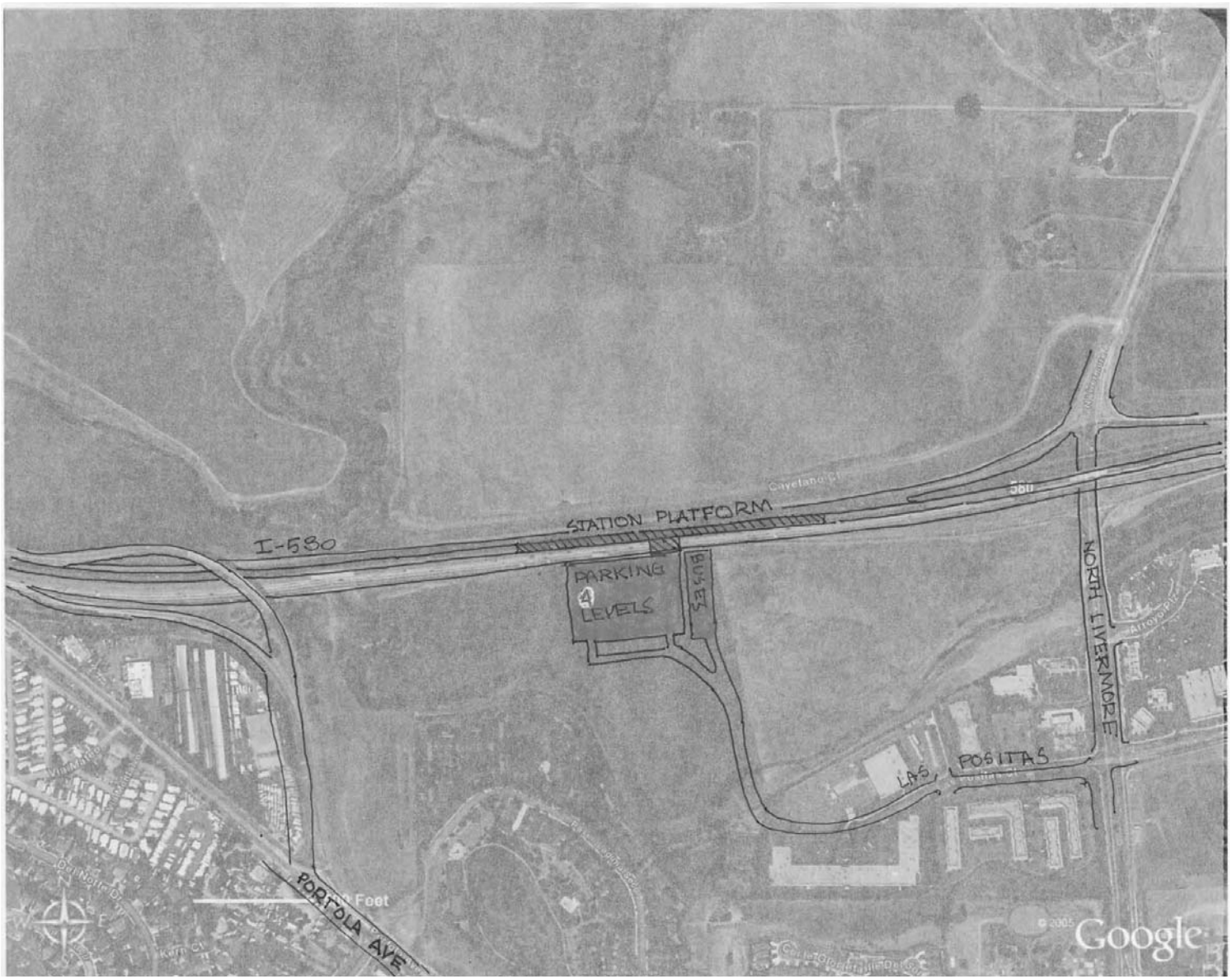
- Existing Station Facilities: The proposed high speed rail station in the City of Livermore would not be located at an existing station site.
- Current City Plans: BART has purchased land near the Greenville Road/I-580 interchange for a possible terminal yard and/or station. The City of Livermore General Plan advocates the extension of BART along the I-580 median to Greenville Road (Objective CIR-3.1, Action A3) (*City of Livermore General Plan: 2003- 2025*, Adopted February 9, 2004). The General Plan calls for the development of high density mixed use development near the proposed Greenville BART (Goal LU-3).

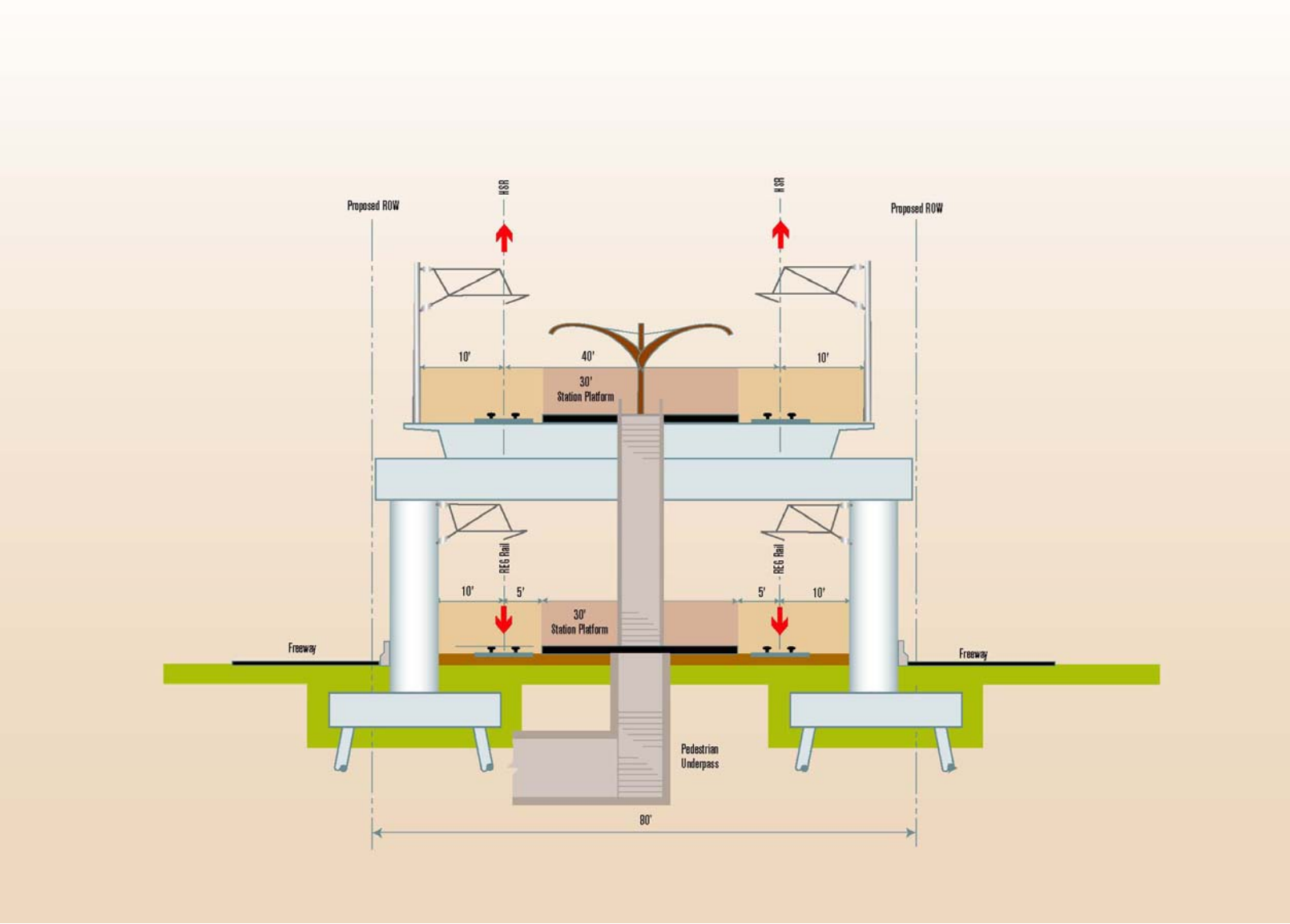
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed Livermore 1 site is located along I-580 just west of the intersection with North Livermore Avenue. This is a greenfield site and would require the placement of a new elevated railroad line in the median of I-580. The proposed station location is in an area of undeveloped open space. Residential development is located approximately 0.5 miles south of the station site. North of I-580 the land is designated open space. The station site is within the City of Livermore urban growth boundary.
- Station Layout: The proposed station would be on two levels in the median of I-580. The upper level would have two high speed rail tracks served by a center platform and the lower level would have regional rail and express high speed rail served by a center platform. The plan drawing shows HSR passing below the westbound on-ramp from Portola Avenue which warrants further study.
- Parking: 1700 spaces would be provided in a 4-level parking deck. A pedestrian bridge will connect the parking deck to the platforms.
- Access: Access to the station would be from North Livermore Avenue via an extension of Las Positas Circle.
- Intermodal Connections: The proposed station would be served by Tri-Valley buses.

Reference:

- *City of Livermore General Plan: 2003- 2025*, Adopted February 9, 2004 http://www.ci.livermore.ca.us/general_plan/general_plan.html
- Tri-Valley Transportation Guide http://www.ci.livermore.ca.us/transit_tri-valley.pdf


I-580
STATION PLATFORM
PARKING
4
LEVELS
BUSES
NORTH LIVERMORE
LAS POSITAS
PORTOLA AVE
Google


Proposed ROW
HSR
HSR
Proposed ROW
10'
40'
10'
30'
Station Platform
REG Rail
REG Rail
10'
5'
5'
10'
30'
Station Platform
Freeway
Freeway
Pedestrian
Underpass
80'

Greenville 1 Station Fact Sheet

Station Description

- Existing Station Facilities: There are no existing station facilities in the location of the proposed Greenville 1 station site. Currently there are two ACE stations in Livermore, one on Vasco Road near Brisa Street and another on Railroad Avenue adjacent the transit center in downtown Livermore.
- Current City Plans: BART has purchased land near the Greenville Road/I-580 interchange for a possible terminal yard and/or station would be located and the City of Livermore General Plan advocates the extension of BART along the I-580 median to Greenville Road (Objective CIR-3.1, Action A3) (*City of Livermore General Plan: 2003- 2025*, Adopted February 9, 2004). The General Plan calls for the development of high density mixed use development near the proposed Greenville BART (Goal LU-3).

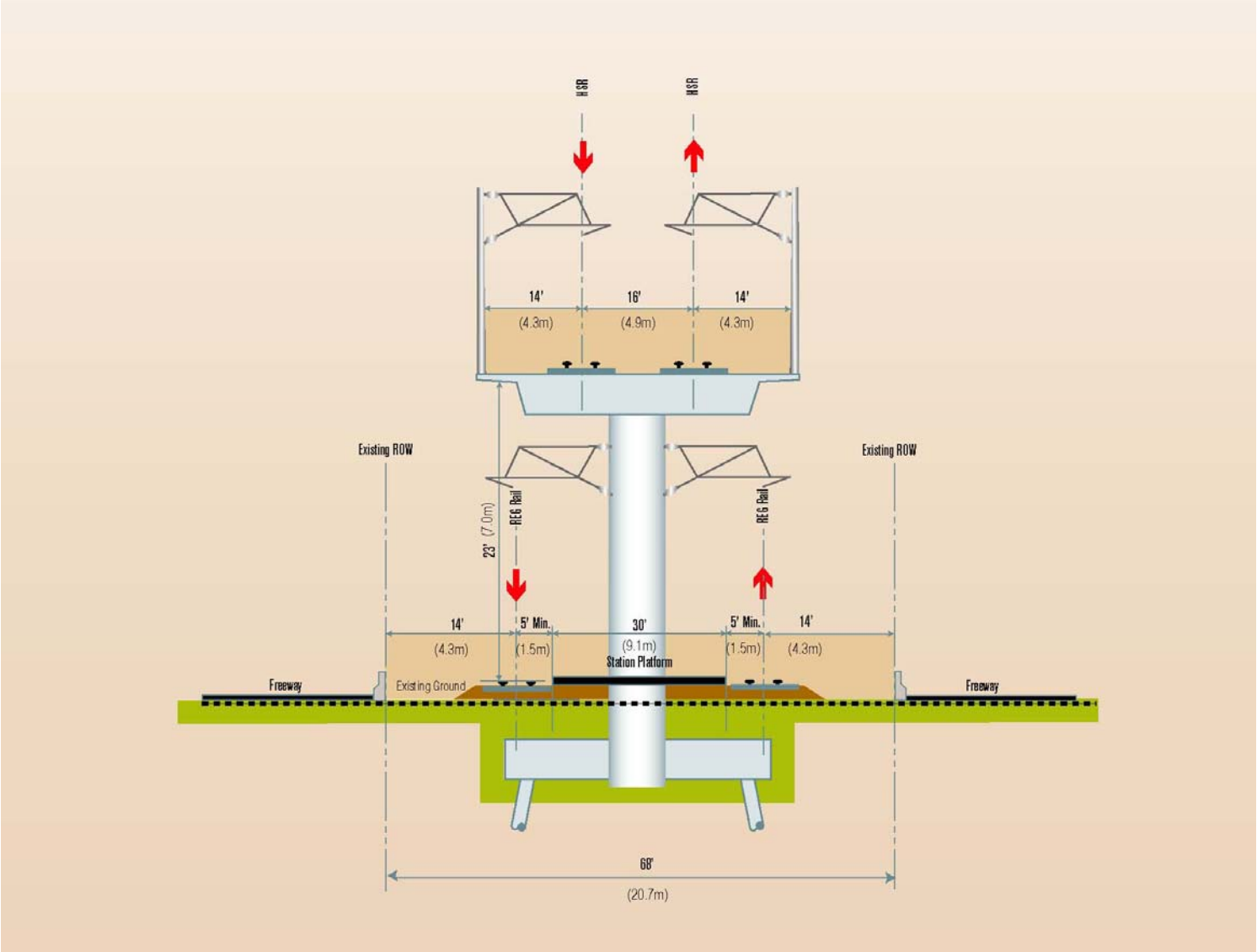
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed high speed rail station site is to be located in the median of I-580 just east of the Greenville Road interchange. This is a greenfield site with no existing transit facilities or railroad right-of-way. Development of this site would require the placement of a new track and station facilities. The proposed station site is outside of the City of Livermore urban growth boundary. Land use in the immediate vicinity of the station site is primarily open space. To the west of the station site, the area south of I-580 along Greenville Road is comprised of industrial development. Approximately one mile to the west and just north of I-580 is an area of residential development. The proposed station site is in an area currently designated as Large Parcel Agricultural.
- Station Layout: The proposed station is a split level structure in the I-580 median. The upper level would have two high-speed rail tracks with no platform, and the at-grade level would have two regional rail service tracks served by a center platform.
- Parking: 1700 spaces would be provided in a 4-level parking deck located on the south side of the station.
- Access: Auto and bus access to the station would be provided from Greenville Road.
- Intermodal Connections: Connections with local and regional bus service would be available in the station parking area.

Reference:

- *City of Livermore General Plan: 2003- 2025*, Adopted February 9, 2004 http://www.ci.livermore.ca.us/general_plan/general_plan.html


ALTAMONT PASS ROAD
HSR STATION PLATFORM
I-580
PARK'G
4
LEVELS
GREENVILLE ROAD
500 Feet
Google


HSR
HSR
14'
(4.3m)
16'
(4.9m)
14'
(4.3m)
Existing ROW
Existing ROW
23' (7.0m)
REG Rail
REG Rail
14'
(4.3m)
5' Min.
(1.5m)
30'
(9.1m)
Station Platform
5' Min.
(1.5m)
14'
(4.3m)
Freeway
Existing Ground
Freeway
68'
(20.7m)

Tracy 2 (Existing ACE) Station Fact Sheet

Station Description

- Existing Station Facilities: There are no existing station facilities in the location of the proposed Tracy 2 station site.
- Current City Plans: The *Draft City of Tracy General Plan* (2005) encourages focused development near transit station including the multi-modal station in Downtown and the Altamont Commuter Express (ACE) station or stations (Objective LU-1.5). Specific policies in the general plan call for a new, mixed-use, high-density Village Center to be developed in Urban Reserves 10 and 11, along the UP railroad, just outside of Tracy's southwest city limits.

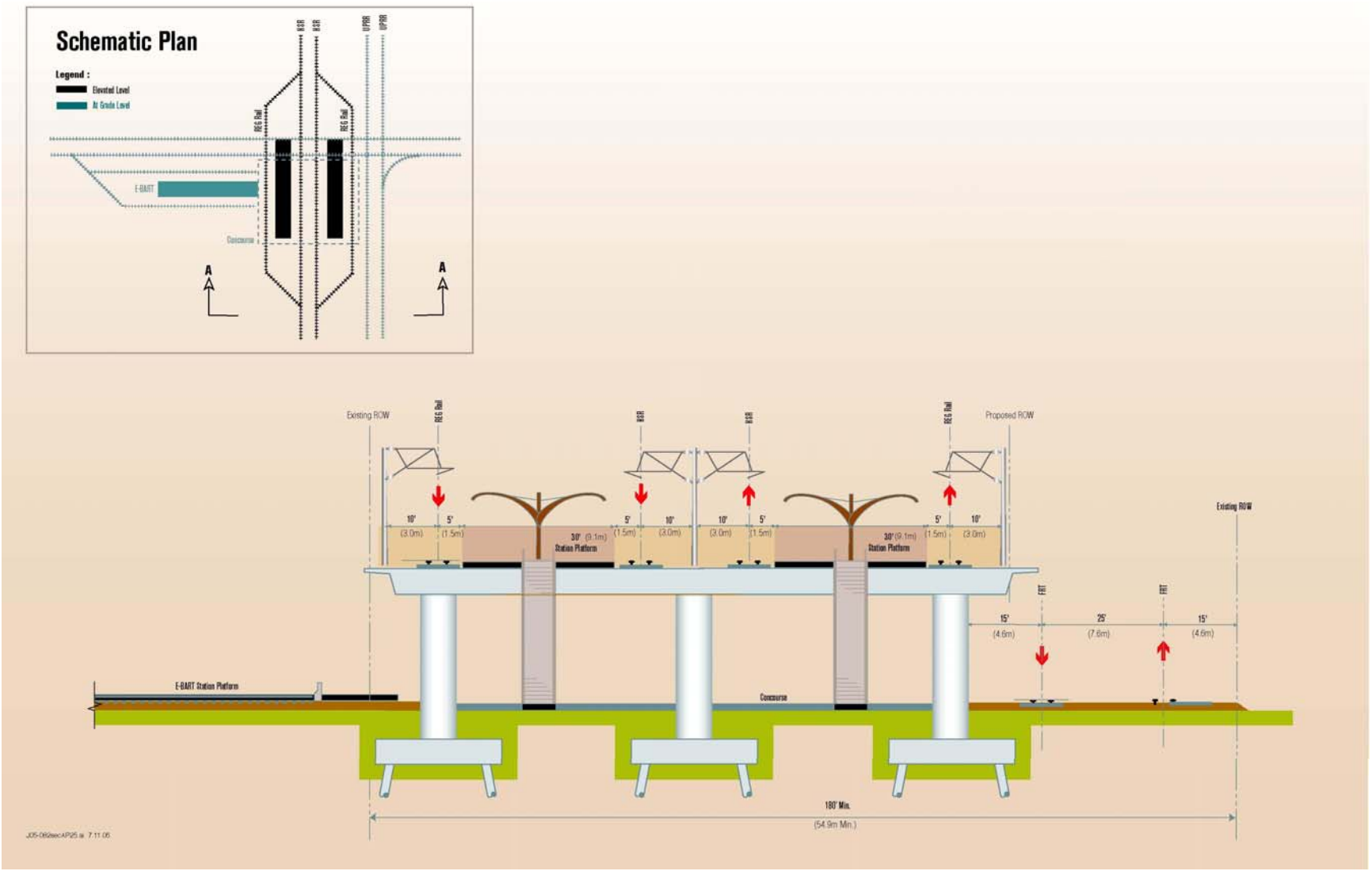
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed Tracy 2 site is located along the ACE railroad right-of-way, west of S. Banta Road and about 1.5 miles south of I-205. The proposed station is approximately 3 miles east of the existing Tracy ACE station and is outside the city limits but within the City of Tracy sphere of influence. The station site is in a designated industrial area, and is surrounded by undeveloped land/farm land on all but the western side which contains public facilities.
- Station Layout: The elevated station would consist of two center platforms serving four tracks with a concourse connecting the platforms.
- Access: Station access would be provided from S. Banta Road.
- Parking: 1700 spaces would be provided in a 4-level parking deck located on the south side of the tracks.
- Intermodal Connections: Bus transfers to local fixed-route bus service (Tracer) and intercity bus service operated by the San Joaquin Regional Transit District (SJRTD) would be available in addition to connections with ACE passenger rail service and proposed e-BART.

References:

- *Draft City of Tracy General Plan* (2005)
http://www.ci.tracy.ca.us/projects/general_plan/docs/draft_general_plan.pdf


HSR STATION PLATFORMS
PARKING 4 LEVELS
SOUTH RANTA ROAD
500 Feet
N
©2005 Google


Schematic Plan
Legend :
Elevated Level
At Grade Level
E-BART
Concourse
A
A
Existing ROW
Proposed ROW
Existing ROW
E-BART Station Platform
Concourse
180' Min.
(54.9m Min.)

Tracy 1 (Downtown) Station Fact Sheet

Station Description

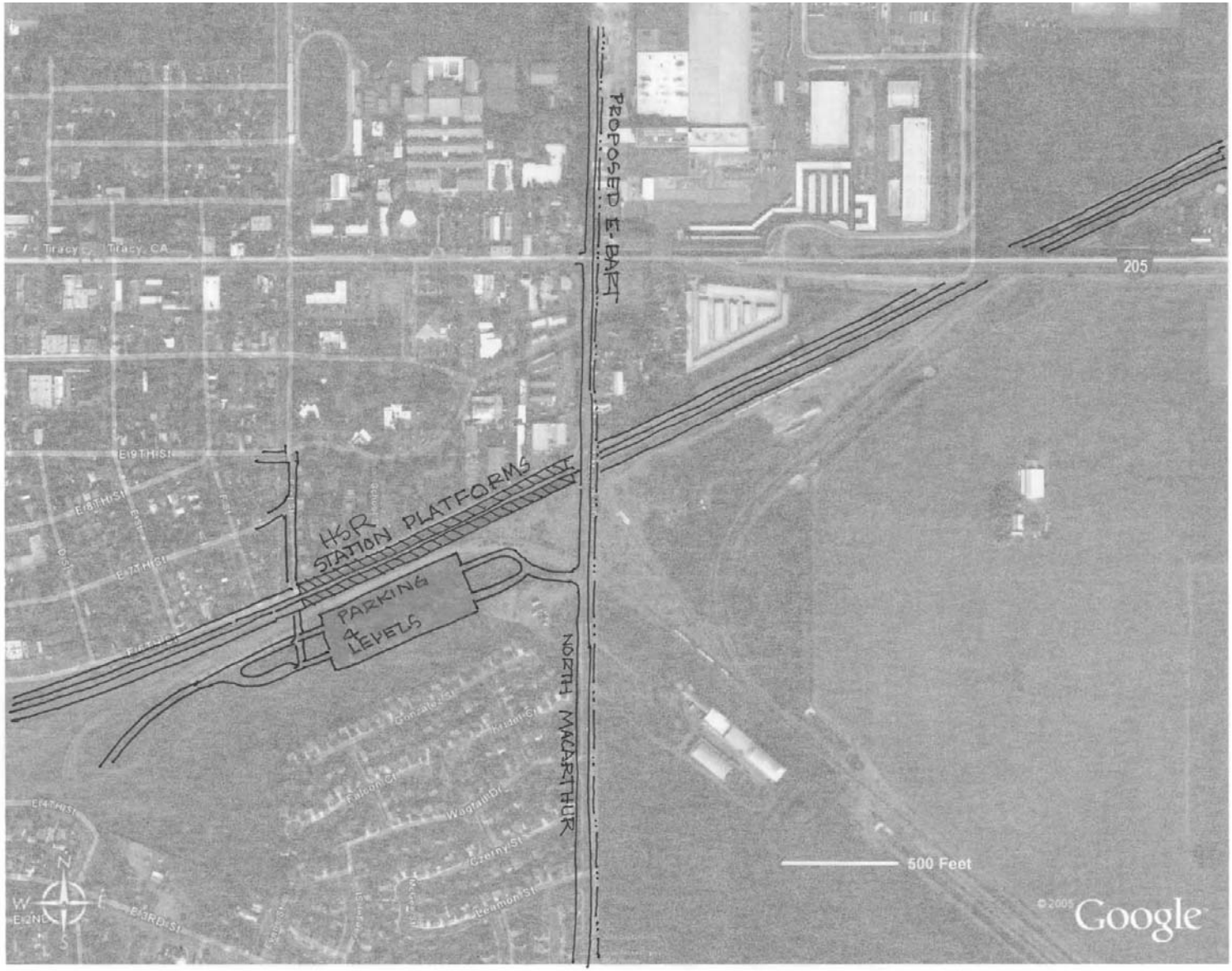
- Existing Station Facilities: There are no existing station facilities in the location of the proposed Tracy 1 station site.
- Current City Plans: The *Draft City of Tracy General Plan* (2005) encourages focused development near the transit station including the multi-modal station in Downtown and the Altamont Commuter Express (ACE) station or stations (Objective LU-1.5). Specific policies in the general plan call for a new, mixed-use, high-density Village Center to be developed in Urban Reserves 10 and 11 along the UP railroad. Both Urban Reserve 10 and 11 are located along the UP railroad in southwestern portion of Tracy just outside the city limits.

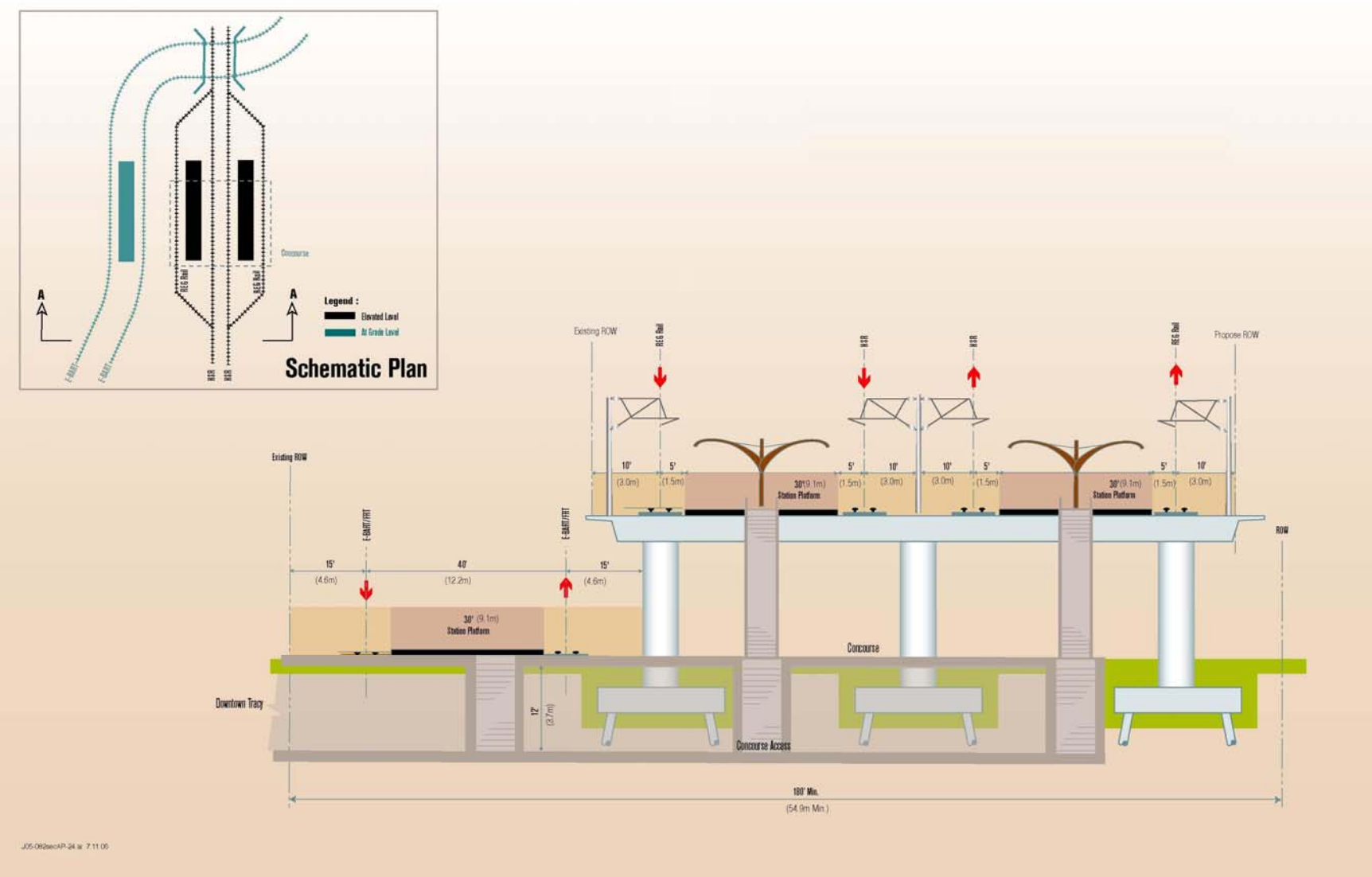
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed Tracy 1 (Downtown) site is located along the UP railroad right-of-way at East 6th Street just west of the intersection with N. McArthur Drive. The proposed station location is within the city limits and at the southern end of the downtown area. To the north and south of the station site are residential and commercial uses. To the east of the station site, beyond N McArthur Drive, is a large area of agricultural open space which is designated Urban Reserve 1 and is envisioned as a future development site of residential and some commercial uses (*Draft City of Tracy General Plan*, June 2005).
- Station Layout: The elevated station would consist of two center platforms serving four tracks with a concourse connecting the platforms and potential e-BART platform.
- Parking: 1700 spaces would be provided in a 3.5 level parking garage located on the south side of the tracks.
- Access: Station access would be provided from N. McArthur Drive, E. 4th Street with a possible underpass from East Street on the north site.
- Intermodal Connections: Potential connections include local fixed-route bus service (Tracer), intercity bus service operated by the San Joaquin Regional Transit District (SJRTD), ACE passenger rail service, and proposed e-BART.

References:

- *Draft City of Tracy General Plan* (2005) http://www.ci.tracy.ca.us/projects/general_plan/docs/draft_general_plan.pdf


PROPOSED E-BART
205
HSR STATION PLATFORMS
PARKING 4 LEVELS
NORTH MACARTHUR
E 9TH ST
E 8TH ST
E 7TH ST
E 6TH ST
E 4TH ST
E 2ND ST
E 3RD ST
500 Feet
©2005 Google


Schematic Plan
Legend :
Elevated Level
At Grade Level
Concourse
A
A
Existing ROW
Propose ROW
Existing ROW
ROW
10'
(3.0m)
5'
(1.5m)
30' (9.1m)
Station Platform
15'
(4.6m)
40'
(12.2m)
Concourse
Downtown Tracy
12'
(3.7m)
Concourse Access
180' Min.
(54.9m Min.)

APPENDIX 2-F

CENTRAL VALLEY

Downtown Modesto Station Fact Sheet

Station Description

- Existing Station Facilities: There are no existing station facilities in the location of the proposed Downtown Modesto station site. The existing Amtrak station is located on the northeastern edge of the city off of E. Briggsmore Avenue/Parker Road.
- Current City Plans: A new passenger rail station on the Southern Pacific freight rail line would include the existing Downtown Transportation Center where the Modesto MAX bus hub is located.

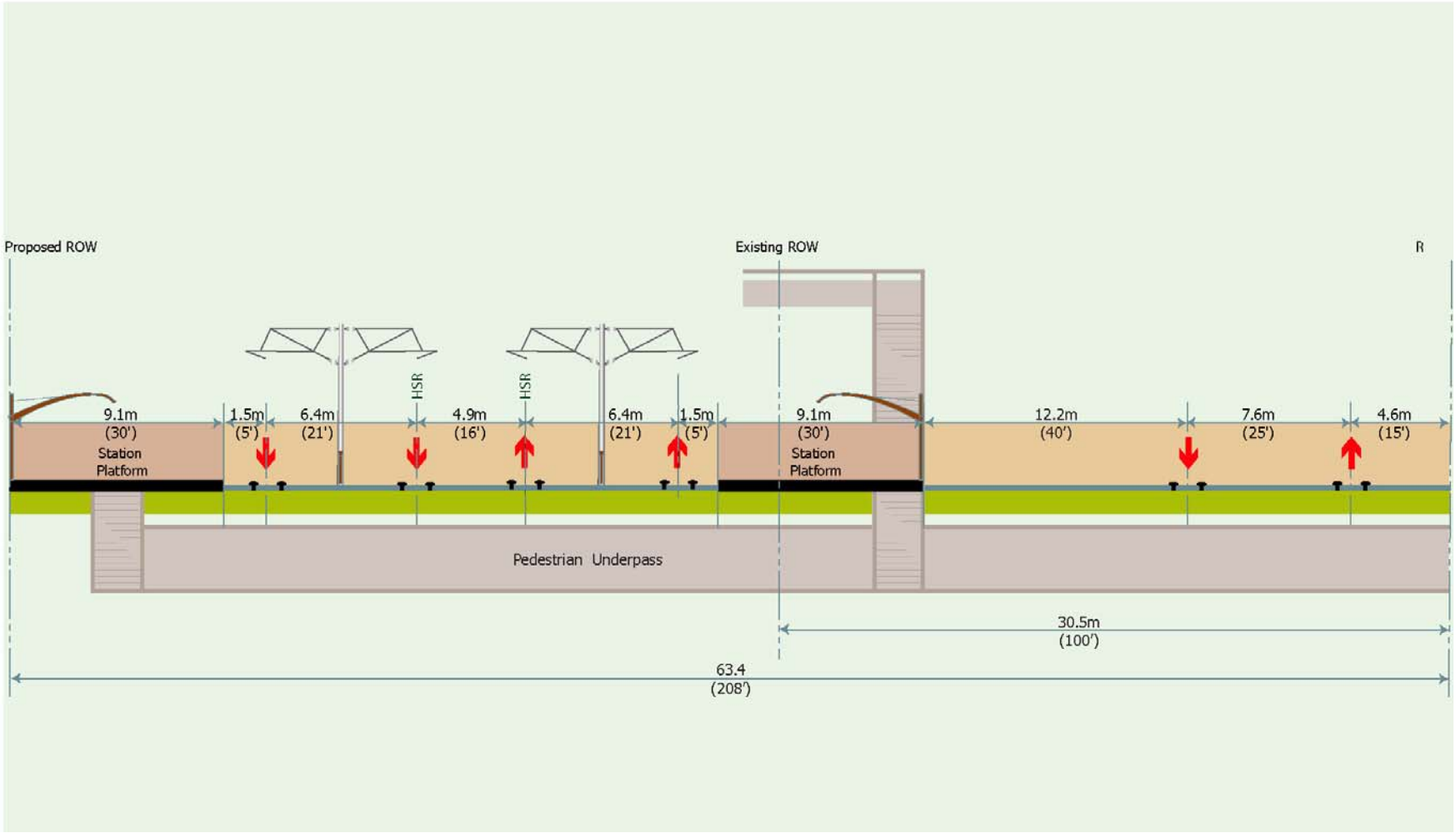
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed Downtown Modesto site is located along the Southern Pacific rail line between L Street and Olive Street and parallel to 8th Street in downtown Modesto. The station site is in an area designated as a Redevelopment Planning Area (City of Modesto General Plan Program: Adopted Land Use Diagram) and is primarily surrounded by commercial and industrial uses. The Downtown Transportation Center is located one block away at 9th and J Streets.
- Station Layout: The station would consist of two new platforms on the outside of four at-grade tracks all adjacent the existing freight tracks. The two center tracks would be for high speed rail service while the outside tracks would be for regional and local high speed rail service. A pedestrian underpass would connect the platforms and parking structure.
- Access: The proposed high speed rail station would have access from L Street, M Street, and 9th Street.
- Parking: 466 parking spaces would be provided via a 2 level structure. The parking structure would be located between M and L Streets, adjacent to the north side of the tracks.
- Intermodal Connections: With convenient access to the Downtown Transportation Center, connections can be made to Stanislaus Regional Transit (StaRT), Ceres Area Transit (CAT), Ceres Dial-A-Ride, Riverbank-Oakdale Transit Authority (ROTA), AMTRAK, and BART (Bay Area).

References:

- The *California High Speed Train Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)*, January 2004
- *City of Modesto Council Report*, February 2006 http://www.ci.modesto.ca.us/ccl/agenda/ar/2006/02/ar060214-04.pdf)
- City of Modesto General Plan Program: Adopted Land Use Diagram http://www.modestogov.com/ced/pdf/maps/map_GPCPD.pdf


9TH ST
M STREET
HSR STATION
2 LEVEL GARAGE
4TH STREET
K STREET
PLATFORMS
Needham St
Elm St
Laurel St
Laurel Ave
Linden St
Locust St
Maple St
Oak St
Modesto
500 Feet
Google


Proposed ROW
Existing ROW
R
9.1m
(30')
Station
Platform
1.5m
(5')
6.4m
(21')
HSR
4.9m
(16')
HSR
6.4m
(21')
1.5m
(5')
9.1m
(30')
Station
Platform
12.2m
(40')
7.6m
(25')
4.6m
(15')
Pedestrian Underpass
30.5m
(100')
63.4
(208')

Amtrak Briggsmore (Modesto) Station Fact Sheet

Station Description

- Existing Station Facilities: There is an existing Amtrak station located at E. Briggsmore Avenue/Parker Road. The full service Amtrak station consists of a single platform on the west side of the track with a station building and a surface parking lot. The parking lot includes a kiss-n-ride drop-off and approximately 130 parking spaces.
- Current City Plans: A new passenger rail station on the Southern Pacific freight rail line would include the existing Downtown Transportation Center where the Modesto MAX bus hub is located.

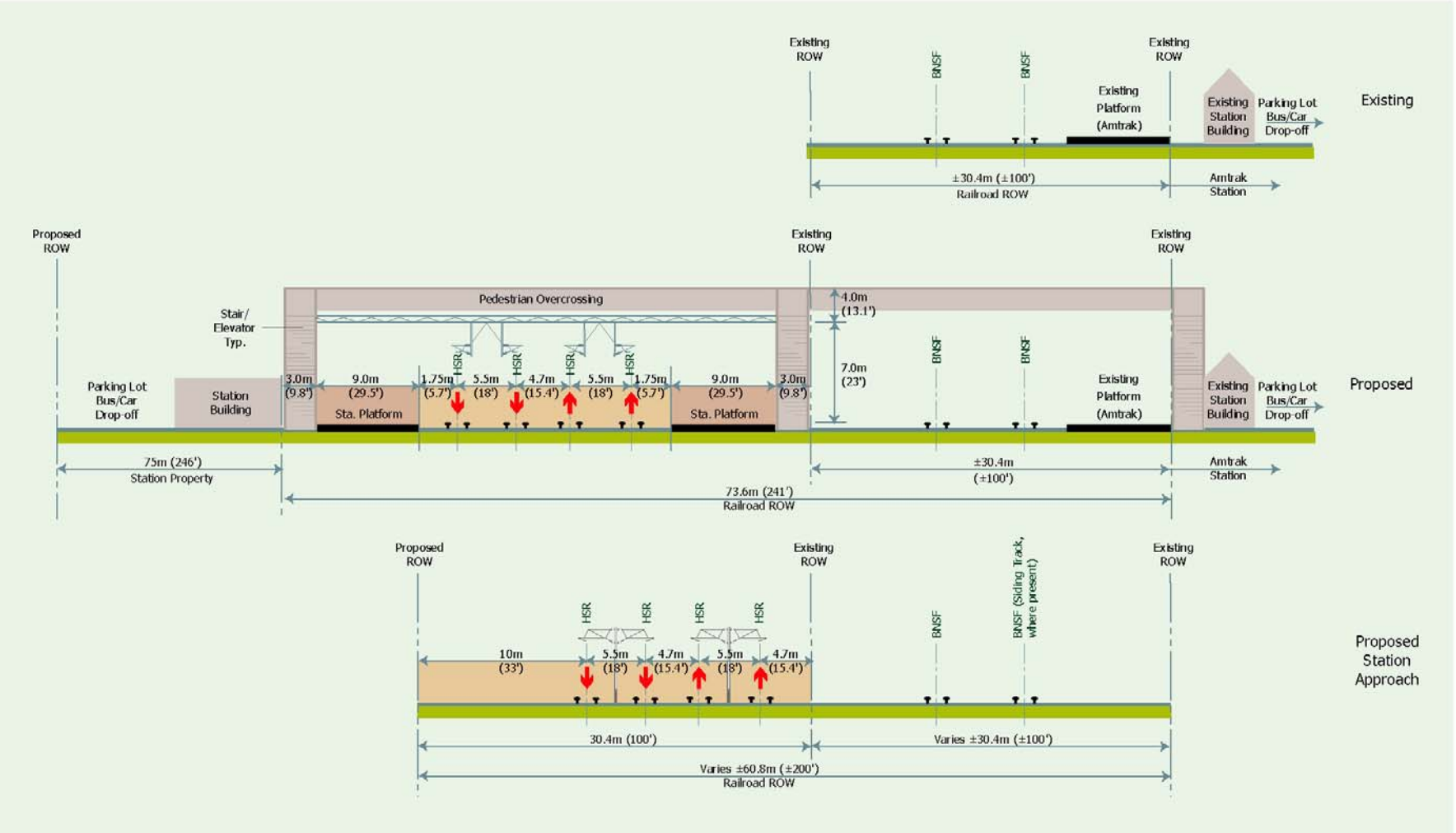
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed Amtrak Briggsmore station site is located at the existing Amtrak station on the northeastern edge of Modesto just within the Sphere of Influence. The station location is designated as Business Park and is bordered by residential uses designations to the west and south (City of Modesto General Plan Program: Adopted Land Use Diagram). To the east of the station is agricultural open space. Currently there is residential development approximately 0.25 miles to the south of the station.
- Station Layout: The station would consist of two new platforms on the outside of four at-grade tracks all adjacent to the existing freight tracks. The two center tracks would be for high speed rail service while the outside tracks would be for regional and local high speed rail service. A pedestrian underpass would connect the platforms and parking structure.
- Access: Access to the station is available from E. Briggsmore Avenue.
- Parking: 432 parking spaces would be provided via a 2 level structure.
- Intermodal Connections: Modesto Area Express (MAX) Route 25 connects the Amtrak station with the Downtown Transportation Center.

References:

- The *California High Speed Train Environmental Impact Report (EIR)/Environmental Impact Statement (EIS)*, January 2004.
- *City of Modesto Council Report*, February 2006 http://www.ci.modesto.ca.us/ccl/agenda/ar/2006/02/ar060214-04.pdf
- City of Modesto General Plan Program: Adopted Land Use Diagram http://www.modestogov.com/ced/pdf/maps/map_GPCPD.pdf


2 LEVEL PARKING
HSR STATION PLATFORM
AMTRAK PLATFORM
E. BRIGGSMORE AVE
500 Feet
© 2005 Google


Existing
Existing ROW
BNSF
BNSF
Existing ROW
Existing Platform (Amtrak)
Existing Station Building
Parking Lot Bus/Car Drop-off
±30.4m (±100')
Railroad ROW
Amtrak Station
Proposed
Proposed ROW
Existing ROW
Existing ROW
Pedestrian Overcrossing
Stair/ Elevator Typ.
4.0m (13.1')
7.0m (23')
Parking Lot Bus/Car Drop-off
Station Building
3.0m (9.8')
9.0m (29.5')
Sta. Platform
1.75m (5.7')
HSR
5.5m (18')
4.7m (15.4')
5.5m (18')
1.75m (5.7')
9.0m (29.5')
Sta. Platform
3.0m (9.8')
BNSF
BNSF
Existing Platform (Amtrak)
Existing Station Building
Parking Lot Bus/Car Drop-off
75m (246')
Station Property
±30.4m (±100')
Amtrak Station
73.6m (241')
Railroad ROW
Proposed Station Approach
Proposed ROW
Existing ROW
Existing ROW
HSR
HSR
HSR
HSR
BNSF
BNSF (Siding Track, where present)
10m (33')
5.5m (18')
4.7m (15.4')
5.5m (18')
4.7m (15.4')
30.4m (100')
Varies ±30.4m (±100')
Varies ±60.8m (±200')
Railroad ROW

Castle Air Force Base (Merced) Station Fact Sheet

Station Description

- Existing Station Facilities: There are no existing station facilities at the site of the proposed Castle Air Force Base site.
- Current City Plans: The proposed station site falls within the Special Planning Zone and the Castle Specific Urban Development Plan (SUDP) area. A Reuse Plan directs the economic reuse of the facility. Goal 12 of the Merced County General Plan is that "long term economic and social benefits, such as employment, are maximized through the reuse of the former Castle Air Force Base." Additionally, Policy T-3.5 of the Merced Vision 2015 General Plan expresses the city's support for "enhanced railroad passenger service to Merced".

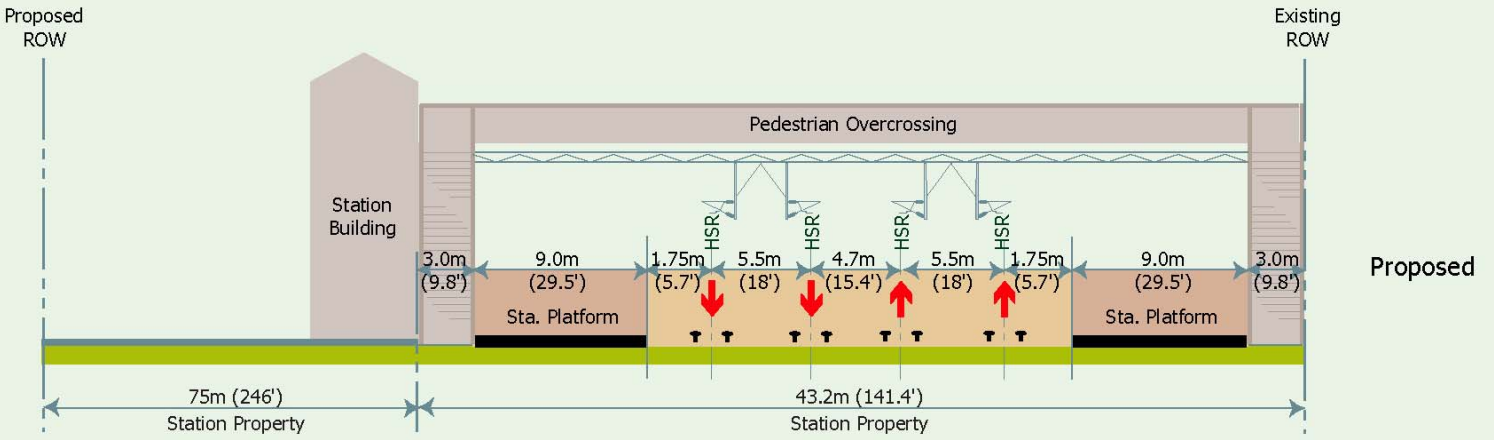
Proposed High Speed Rail Station Use

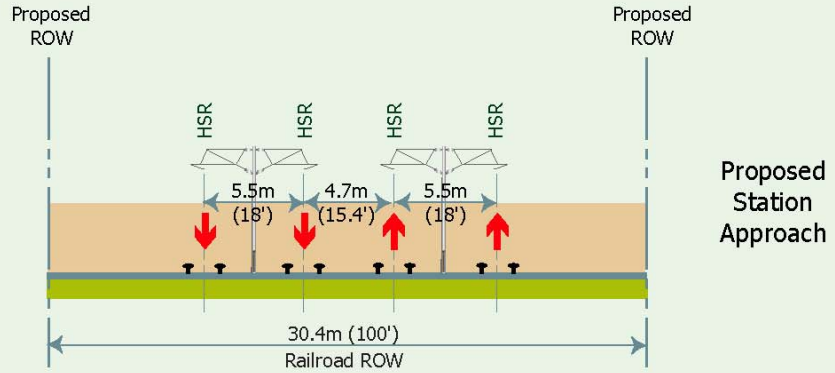
- Proposed Station Site: The proposed Castle Air Force Base (AFB) station is located in an area just west of the defunct Castle AFB airfield. The proposed station location is in an open agricultural area beyond the eastern edge of the City of Atwater and would be located along a newly created spur track off of the existing Santa Fe railroad track.
- Station Layout: The proposed station would be at-grade with four tracks served by two outside platforms. A pedestrian over crossing would connect the platforms and station building.
- Parking: The proposed station would include 203 parking spaces in a surface lot.
- Access: Access to the station would be from Headwind Drive or Shaffer Road via Santa Fe Drive.
- Intermodal Connections: The proposed station would be served by Merced Area Regional Transit System buses.

Reference:

- *Merced County Year 2000 General Plan*
http://web.co.merced.ca.us/planning/genplan.html
- *Merced Vision 2015 General Plan*- Adopted April, 1997
http://www.cityofmerced.org/civica/filebank/blobdload.asp?BlobID=3997


PARKING
HSR STATION PLATFORMS


Proposed ROW
Existing ROW
Pedestrian Overcrossing
Station Building
HSR
HSR
HSR
HSR
3.0m (9.8')
9.0m (29.5')
Sta. Platform
1.75m (5.7')
5.5m (18')
4.7m (15.4')
5.5m (18')
1.75m (5.7')
9.0m (29.5')
Sta. Platform
3.0m (9.8')
75m (246')
Station Property
43.2m (141.4')
Station Property
Proposed


Proposed ROW
Proposed ROW
HSR
HSR
HSR
HSR
5.5m (18')
4.7m (15.4')
5.5m (18')
30.4m (100')
Railroad ROW
Proposed Station Approach

Downtown Merced Station Fact Sheet

Station Description

- Existing Station Facilities: There is a historic Southern Pacific Company station in Merced at 15th Street between M and O Streets. The existing station consists of a one story station building, a side platform, and two UPRR tracks.
- Current City Plans: The Merced Vision 2015 General Plan notes the proposal of high speed rail service. Policy T-3.5 expresses the city's support for "enhanced railroad passenger service to Merced"

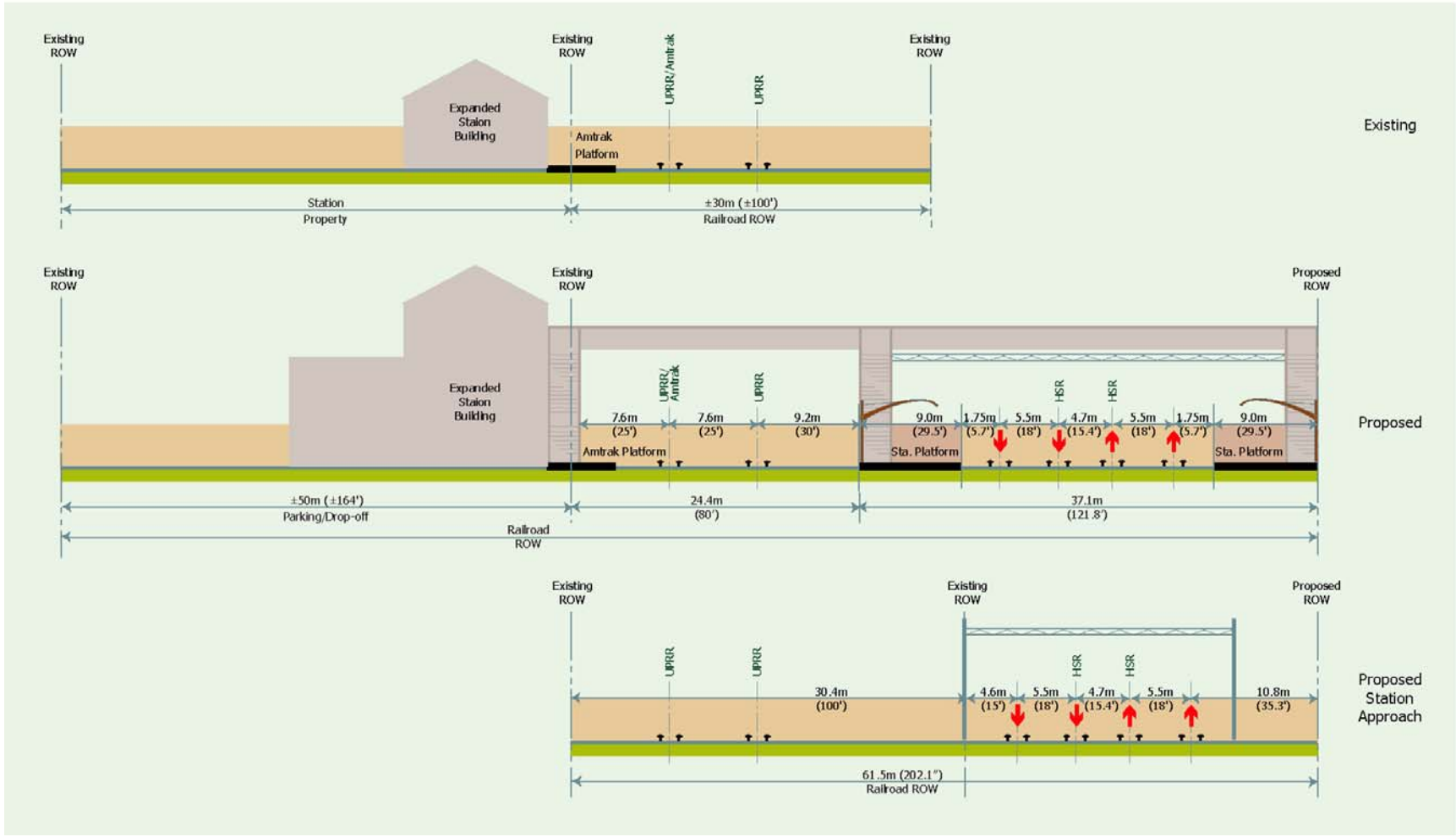
Proposed High Speed Rail Station Use

- Proposed Station Site: The proposed Downtown Merced station site is located on 16th Street between M and O Streets. The station area is currently occupied by a Southern Pacific Depot, and is used for non-rail purposes and a regional bus transportation center. The surrounding land use is mixed, with the station site zoned for Regional Community Commercial and land south of the station zoned for General Commercial. The parcels adjacent to the site on the north, east, and west are developed with commercial uses. Adjacent to the south is senior housing and a Boys and Girl's Club. Across 16th Street is the Merced multicultural Arts center. East of M Street, on either side of the railroad tracks, are vacant lots. Within the larger ¼ mile station area to the north of the proposed station site are mixed uses, with commercial, residential, office and governmental development. There are industrial uses southeast of the proposed site and residential to the southwest. SR 99 lies a block to the south. Because the highway is elevated on a berm through this area, it effectively divides the community, and, therefore, it is not anticipated that the proposed high speed rail station would affect land uses south of the highway.
- Station Layout: The proposed at-grade Downtown Merced high speed rail station would consist of an expanded two-story station building, 4 (+2) tracks, and 2 (+1) outside platforms. North of the existing side platform and two UPRR tracks would be 4 new high speed rail tracks served by outside platforms. The center two high speed rail tracks would be for express service. A pedestrian overpass would link the 3 platforms to the expanded rail station.
- Parking: The proposed station would include a total of 142 parking spaces surrounding the station building and in a surface lot located on the north side of 15th Street between Canal and M Streets. This site is currently a vacant lot.
- Access: Access to the station would be provided from 15th Street between M and O Streets.
- Intermodal Connections: The proposed station would be served by Merced County Transit buses operating on W. 15th Street.

Reference:

- *Merced Vision 2015 General Plan*- Adopted April, 1997 http://www.cityofmerced.org/civica/filebank/blobdload.asp?BlobID=3997


O STREET
M STREET
MAIN STREET
HSR
STATION
16TH STREET
PLATFORMS
HISTORIC
STATION
HIGHWAY 99
15TH STREET


Existing
Existing ROW
Existing ROW
Existing ROW
UPRR/Amtrak
UPRR
Expanded Staion Building
Amtrak Platform
Station Property
±30m (±100')
Railroad ROW
Existing
Existing ROW
Existing ROW
Proposed ROW
Expanded Staion Building
UPRR/ Amtrak
UPRR
HSR
HSR
7.6m (25')
7.6m (25')
9.2m (30')
9.0m (29.5')
1.75m (5.7')
5.5m (18')
4.7m (15.4')
5.5m (18')
1.75m (5.7')
9.0m (29.5')
Amtrak Platform
Sta. Platform
Sta. Platform
Proposed
±50m (±164')
Parking/Drop-off
24.4m (80')
37.1m (121.8')
Railroad ROW
Existing ROW
Existing ROW
Proposed ROW
UPRR
UPRR
HSR
HSR
30.4m (100')
4.6m (15')
5.5m (18')
4.7m (15.4')
5.5m (18')
10.8m (35.3')
Proposed Station Approach
61.5m (202.1')
Railroad ROW